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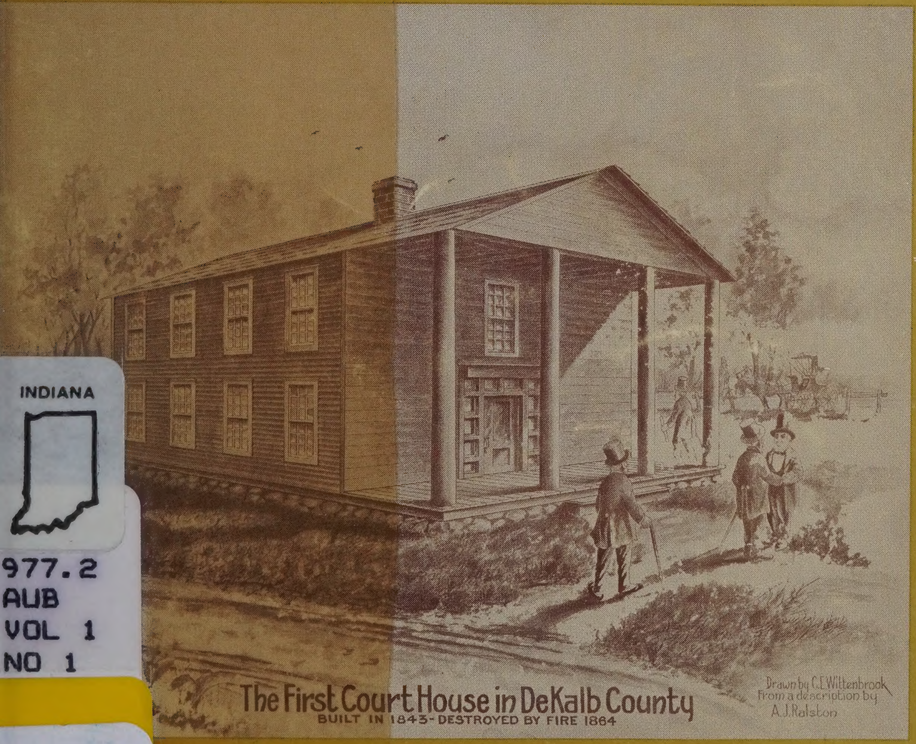

The First Court House in DeKalb County

BUILT IN 1843-DESTROYED BY FIRE 1864

Drawn by C.E. Wittenbrook
From a description by
A.J. Ralston

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AUBURN DEKALB
VANGUARD

JANUARY 1969
VOLUME 1 NUMBER 1
A Vanguard Publication

3 *"LOGS, BRICKS, STONE and MARBLE"*

The history of DeKalb County Courthouses.
FRONT COVER: An original drawing of the first county courthouse reproduced with permission of DeKalb County Commissioners. This original drawing is on display in the courthouse.
REAR COVER: A drawing of DeKalb County's second courthouse and jail reproduced from an 1880 Historical Atlas.

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By no means the complete story of Guy Phillip Fitzsimmons. The complete story of this energetic adventurous man would fill several volumes.

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Introducing two of Auburn's newest industries.

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Honorable Donald Allison outlines Auburn's 1968 progress and plans for the future.

J. EDGAR LONG
editor and publisher

JOHN MARTIN SMITH
associate editor

MAYOR DONALD ALLISON
conributing editor

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masthead art

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DAVIS STUDIO
courthouse photo

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LOGS, BRICKS, STONE AND MARBLE

by JOHN MARTIN SMITH

The fascinating story of DeKalb County's two temporary and three permanent courthouses has probably never before been set forth. One of the first orders of business upon settling a new area was establishing a government, which of course necessitated a courthouse. Thus the story begins at an early date.

The first settler in the area now comprising the City of Auburn was Wesley Park. On March 23, 1836, Mr. Park and John Badlam Howe entered the land on which Auburn is situated. At that time, the area now known as DeKalb County was a part of Allen and LaGrange counties.

In August, 1836, Wesley Park erected a cabin on Cedar Creek north of the present business district. The cabin was 18 by 20 feet, 1½ stories high, and had a roof of rafters and clapboards. The exterior walls were apparently made of logs. Initially, the cabin served the DeKalb County pioneers as a store, hotel, and church.

Sometime during the "Spring of 1835" Park and Howe had platted the "Village of Auburn." The plat included a public square and stated that "the Public Square is 20 rods in length by 17 in breadth . . . . The Public Square . . . [is] donated to public use." The obvious purpose in including a public square in the plat was to encourage the selection of the Village of Auburn as the county seat of the county which Park and Howe anticipated would be formed.

By an act effective May 1, 1837, the Indiana Legislature authorized the formation of DeKalb County as a separate county. In accordance with the proprietors' anticipation, Auburn was selected as the county seat shortly thereafter.

The village's public square was not to be cleared and used for several years, however. In addition to its other functions, Wesley Park's cabin became the first DeKalb County courthouse and jail. As a jail, the cabin served well. Prisoners were simply put into the upper chamber and the ladder removed. The lower chamber was used for a courtroom.

As sheriff first appointed and afterward elected, Wesley Park told an interesting incident about one of the county's first judges. It seems that the judge got "tight" during a court session, sentenced one Jo. Bashford to receive a whipping, and swore that, since he was in court and sentence had been passed, he should personally inflict the penalty. As the judge advanced toward the defendant with this avowed intention, Sheriff Park seized him, gave him a whirl, and plainly told him that, if the court persisted in inflicting the penalty, the sheriff would put the court "up the ladder," whereupon the court acknowledged the authority of the sheriff and adjourned peaceably.

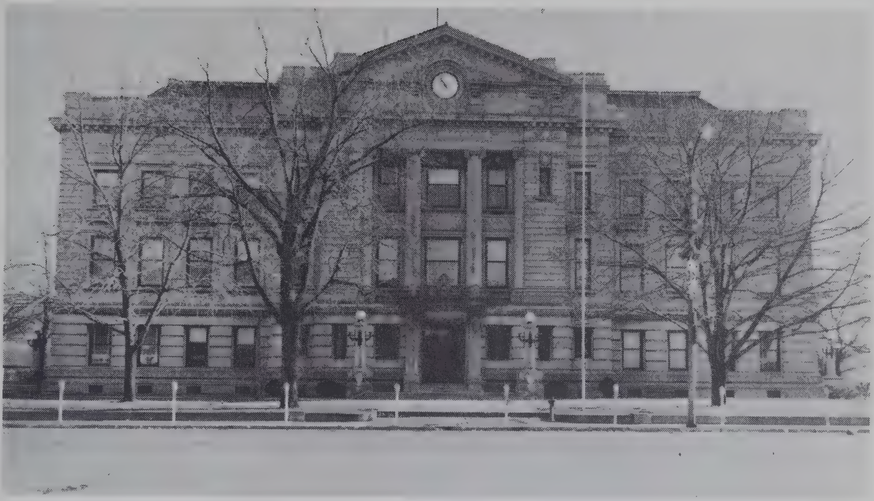
The Park cabin continued to serve as a courthouse until 1843, when a school house was built on North Main Street in which a room was made into a courtroom. The fittings were crude, a rough board platform, a fence of unplaned boards for a bar, and an old cracked box stove which, when used, smoked the room so much that judges, jurors, and lawyers were often moved to tears. Both the May and October, 1843, Terms of court were held in this building.

Meanwhile, the infant county's officials were making plans for a permanent courthouse. At the May, 1840, session of the Commissioners' Court, Thomas J. Freeman, Wesley Park, and Nelson Payne were appointed superintendents for the construction of such a building. It was to be located on the Public Square with dimensions of "*. . . thirty feet north and south, and forty feet east and west, six feet of which shall be a portico, four feet to stairs and wood rooms, leaving courthouse thirty feet long. Two front doors and an alley from each to circle fronting the judge's bench which was to be elevated a few feet above the floor. The clerk's seat and table to be in front of the bench. The criminal's box also to be in front of the bench. The rooms to be lighted by eleven twenty-four light windows above and below. The front of the portico to be supported by four turned pillars fifteen inches in diameter . . . .*" Funds for the erection of the courthouse were to be obtained through the sale of lots belonging to the county, other than those set aside for the financing of the jail and for other reasons.

At an 1841 Commissioners' Court session the specific plans were received approved, and bids requested. Work was to begin by July 1, 1842. James Hite, a carpenter living southeast of Auburn, received the contract for the sum of eight hundred dollars. Lyman Chidsey assisted him in framing the building. The project apparently progressed slowly, as Judge Mott reported that when he first came to DeKalb County in 1843 the Public Square around the courthouse was partially logged, but burned off, and the frame of the courthouse was up, but not enclosed. The building was completed in the fall of 1843, however. On April 29, 1844, the first court session was held in the new structure.

The county's first permanent courthouse was most attractive from an architectural standpoint and must have been the pride of the citizenry. It undoubtedly made a substantial contribution to the rapid development of the county during the next decade. A picture of the building appears on the cover of this publication.

It soon became apparent that the courthouse was inadequate in size to meet the needs of a fast growing county, however. In 1845, Mr. Sprott, who served as Clerk and Recorder from 1841 to 1851, was authorized to erect a building for his use on the southwest corner of the Public Square at a cost not to exceed two hundred dollars to which an additional fifty dollars was later added. In the fall of 1846 a separate office building was constructed on the northwest corner of the Public Square for the use of the auditor. In 1847 John Morris was permitted to erect a private office on the west side of the Public Square. Mr. Morris was limited to a structure twenty feet square, was to occupy it until such time as it was wanted for public use, and was to pay one dollar annual rent. It is believed that the jail was also located on the Public Square during this era. These "shanties" remained in use until 1864 when the county officials took possession of



coutesy of Davis Studio.

CONSTRUCTION WAS STARTED ON PRESENT COURTHOUSE IN 1911.

the new courthouse. They were then moved to the west side of Jackson St. directly west of the court square.

By the spring of 1863 measures had been taken for the erection of a new courthouse, and the old building was moved approximately forty feet north of its original location to make room for its successor. The last court session held in the old structure was during the Spring Term of 1864.

In September, 1864, the old building was sold to Daniel Altenburg for the sum of twenty-five dollars. He partially dismantled it and removed everything of value. Of course, this was near the end of the Civil War, and when news reached Auburn that Richmond, the capitol of the waning Confederacy, had been captured by the Union Army, a huge crowd of local citizens congregated around the Square for a public celebration. It was suggested that a bonfire would be appropriate, to which Mr. Altenburg replied, *"If you want to make a bonfire, you may burn the old courthouse."* He was soon taken at his word and the old building, for years the scene of local justice, found a glorious end in the blazing flames of a national celebration.

The plans and specifications for the new courthouse were approved by the Board of Commissioners on April 20, 1863, and the contract was actually let on June 4 of that year. It was awarded to Alpheus Wheelock, John McKay, and William Valleau for the sum of $23,372.

Brick used in the building was manufactured locally at the Woodbury farm located three quarters of a mile east of Auburn. Within one month the foundation pits had been excavated and stone for the walls delivered to the Square. The foundation was completed by September 10, 1863, and the cornerstone laid on the northeast corner of the foundation wall with appropriate ceremonies. On July 1, 1863, a bell weighing six hundred pounds and cast at the Buckeye Bell Foundry, Cincinnati, Ohio, was brought by train to Waterloo and thence by team to Auburn.

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. . . LOGS

The new courthouse was ready for occupancy before the December 1, 1864, contract completion date. The surplus brick was used to construct a large brick house at the corner of Tenth and Main Streets, which at that time was known as the "John Henry Property.

The first floor of the courthouse building was divided into four offices, each twenty-one by twenty-four feet. The entrance was via a hallway extending east and west through the building with large double doors of iron and wood at each end. The windows were secured by inside iron shutters and each office was provided with fireproof iron door vaults. The courtroom was on the second floor and originally measured sixty-four by sixty feet with grand and petit jury rooms on the west end. The roof was of Vermont slate laid on wood lath. At the west and front end there was an octagonal tower twenty-two feet in diameter and eighty feet high. From the second story a spiral staircase let to a balcony which commanded a bird's-eye view of the Town of Auburn and surrounding area. From the summit of the dome extended a flagstaff which supported a metallic eagle at an elevation of 115 feet. A picture of this structure also appears on the cover of this publication.

This courthouse was to serve the county well for many years. The large courtroom was used extensively for conventions and other gatherings. Old settlers looked forward to court sessions which gave them an excuse to congregate, talk over early days, exchange opinions on the issues of the day, and, as spectators or interested parties, listen to evidence and enjoy the eloquence and arguments of attorneys.

As had its predecessors, this courthouse eventually became inadequate to serve the needs of an evergrowing county and its government. The first steps toward the erection of a new courthouse were taken on September 9, 1910, when the sum of two hundred dollars was appropriated for use of the county officials in inspecting other courthouses throughout the state in an attempt to find a plan suited to the needs of DeKalb County.

Several architectural firms were invited to submit plans for consideration. The plans of the firm of Mahurin and Mahurin, Fort Wayne, Indiana, were accepted and the sum of $250,000 was requisitioned for construction purposes. Ten different construction bids were opened on May 4, 1911. J. B. Goodall's bid of $185,757 was successful. Work was begun on May 8, 1911, and the old structure was demolished within two weeks. Governor Thomas R. Marshall, who was later to become Vice-President of the United States, delivered the principal address at the cornerstone ceremonies on July 27, 1911.

During the construction period the county offices and records had to be housed in temporary quarters. At that time the W. H. McIntyre Company automobile plants One and Two were located on the east side of Jackson Streets. Although extensively modified, the north building still stands and is known as the "Gerig Building." The south building was identical and was connected to the north building by an enclosed passageway extending over

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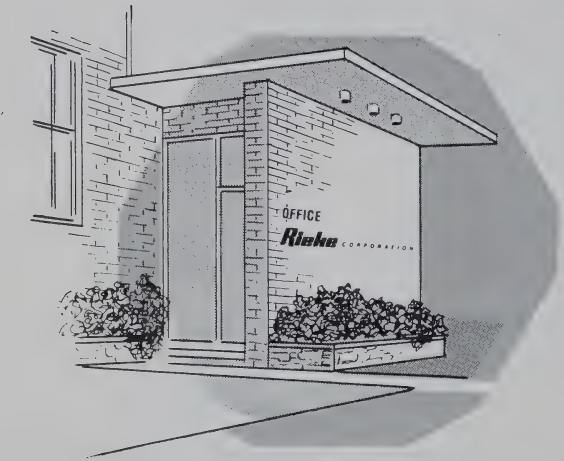
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As Told To JOHN MARTIN SMITH

BIG WILD BILL

One of DeKalb County's most delightful, interesting, and colorful personalities is *"Big Wild Bill"* Fitzsimmons. Born Guy Phillip Fitzsimmons and successively rechristened *"Big Wild Bill"* Fitzsimmons, he at age 78 has led several full and exciting lives as an automotive test driver, a motorcycle race driver, a truck driver, a pioneer aviator and stunt flyer, an ice sled driver, and commercial pilot.

As a boy *"Bill"* was intensely interested in automobiles, motorcycles, and airplanes. He learned to drive in 1904 at the tender age of fourteen. Of course, he did not have a car of his own at that time, but he did have a Wagner one-cylinder motorcycle. In 1905 *"Bill"* heard that Wilbur and Orville Wright were going to stage a flying demonstration at Indianapolis. He and a friend left *"Bill's"* hometown of Russiaville, Indiana, and rode all night. They arrived at the Indianapolis Speedway early the following morning. The grounds were guarded by the National Guard, but since he and his friend were dressed in helmets, goggles, and leggings the soldiers thought they were part of the Wright entourage and permitted them to proceed to where the Wright brothers were preparing for the demonstration. *"Bill"* and his friend indicated that they were willing to help without compensation and were soon put to work greasing the two hundred foot wooden troughs along which the plane was catapulted with the aid of a fifteen hundred pound weight dropped from a tower.

While an improvement over the first plane which was flown at Kitty Hawk in 1903, the demonstration plane was still little more than a curiosity. It had a 20 h. p. hand-built engine which was connected to its two propellers with bicycle chains. The propellers were made from rowboat oars which were shortened and inserted into sockets. The gasoline tank held only a quart of fuel. The plane took off, flew to a height of about fifty feet, made a circle, and then landed. After the demonstration, *"Bill"* and his friend helped dismantle the plane and pack it in large cases for shipping to the next town.

"They asked me and this other fellow if we'd like to work with them and if we'd go along and help set these airplanes up because we worked like beavers, you know, because we were so happy to be around an airplane. They said if we'd go along, they'd pay all the expenses. They wouldn't pay us any salary, but they might have a chance to teach us to fly. So I hunted up a telephone and called my father. He said, 'You get on that motorcycle and get right home and get to school.' Set my flying back several years."

School did not interest *"Bill"* for long. He soon moved to Kokomo and began working for Bill Eikenberry, an early automobile dealer and promoter. At first he assembled and road-tested cars which were shipped unassembled to Eikenberry's dealership. He then became an actual test driver and drove for Haynes-Apperson in Kokomo and Premier in Indianapolis. In 1911 *"Bill"* drove a Premier 75 miles per hour at the Indianapolis Speedway and broke the track record for production cars. Ray Haroun won the first 500 mile race that same year driving a Marmon Wasp at a speed of only 74 miles per hour.

"Bill" then became Bill Eikenberry's chauffeur and for a time drove him throughout the Midwest on his various business deals. In the fall of 1910 Eikenberry decided he did not want to use his car during the winter. He asked *"Bill"* if he would be interested in spending the winter roadtesting for a friend of his, Morris Eckhart, at Auburn. *"Bill"* was enthusiastic, came to Auburn, and has been here ever since.

Road tests were performed in all kinds of weather as evidenced by the above photo taken about 1913. The car is a Model 640 Auburn. The driver is "Big Bill" before (?) he got "wild."

"I never liked the name 'Guy.' When I came to Auburn to roadtest, they knew I had been Bill Eikenberry's chauffeur for several years. They knew Bill Eikenberry because he was a personal friend of Morris Eckhart. They didn't know my name, and I didn't tell them because I didn't care for it, so

they called me 'Bill.' . . . . At that time there was another 'Bill' in roadtest, and since I was so much larger than him they called me 'Big Bill,' and later on in my flying and acrobatics they said I was a wild man, and they called me "Big Wild Bill Fitzsimmons."

The Auburn Auto Company was selling cars as fast as they could build them. During *"Bill's"* first winter with them, they employed twenty-six men in the roadtest department. Each chassis and engine was tested before the body was put on. A crude bucket seat and a large weight were attached to the chassis. It was then driven for from fifty to one hundred miles. The drivers looked for oil and water leaks, slapping pistons, and noisy rods. If any were found, the driver was responsible for repairing them.

In about 1913, *"Bill"* left the Auburn Auto Company and worked for the Double Fabric Tire Company for a short time. Around 1915 he began driving a truck for B. O. Fink at the Auburn Foundry. As the company grew, Mr. Fink obtained several large contracts for castings in Ft. Wayne. Transportation was a problem, though. Mr. Fink heard that a man in Detroit by the name of Fruehauf had built a truck that would haul much larger loads than any other truck then available. B. O. Fink and *"Bill"* went to Detroit and bought the first Fruehauf tractor-trailer semi-truck. Both the tractor and trailer had solid rubber tires, but the rig would haul fifteen tons at one time. For several years *"Bill"* made three round trips each day between Auburn and Fort Wayne with his truck.

In 1921 *"Bill"* resumed his interest in flying. He did not tell people that he was taking flying lessons *"because in those days it was thought that anybody who flew an airplane was crazy."* He learned to fly in a surplus World War I plane, the JN-4 or Jenny. Lessons cost thirty-five dollars an hour and were available in Kokomo, Fort Wayne, and Bryan, Ohio. With the help of B. O. Fink, *"Bill"* bought his own plane in 1926. It was a Waco 10 and was built at Troy, Ohio. Since the nearest airport was at Fort Wayne, *"Bill"* kept his plane there but brought it to Auburn on weekends. For a time

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The south part of the south building was used as a temporary courthouse after the demolition of the old courthouse. It was ideal for this purpose due to its size, central location, and the fact that it had a large walk-in vault for record storage. Though rather crude, a courtroom was set up in a large storage room. Everything went well until this building and many county records were destroyed by fire on February 8, 1913. The fire is reported to have started in the north part of the building, which housed the Auburn Printing Company. The records of the Clerk of the DeKalb Circuit Court were almost entirely destroyed. Presently, the only records existing prior to 1913 are two small file boxes of charred papers in the Clerk's office. Despite several special legislative acts, land titles were affected by the lack of records for many years and are still occasionally affected thereby.

Edgar W. Atkinson was County Attorney during this period and has told the author several interesting anecdotes which occured during the construction of the present courthouse. The contractor imported a gang of Italian workers to do the marble and art work in the building. The Italians spoke no English and had a propensity for frequenting the taverns while they were not working. On several occasions, Mr. Atkinson, as County Attorney, was called upon to secure the release of the workers from the DeKalb County Jail. Another crisis occured when the Italians staged a strike. Because of the language barrier, the contractor was for several days unable to ascertain why they refused to work.

A building of the size being constructed required a rather large heating plant. Such would have been detrimental to the appearance of the building if it were a part of the building itself. Therefore, it was desirable to construct it elsewhere. The lots occupied by Jenner's Livery Barn were purchased for the sum of eight thousand dollars. These lots were located immediately east of the Square. The power plant was constructed along with the courthouse to supply the building's heat through a tunnel between the two structures. Room was reserved in front of the power plant for the construction of a jail which was subsequently built in 1918.

The DeKalb County courthouse is a magnificent structure. It measures 146 feet north and south, 132 feet east and west, and is 80 feet high. The stone used in the exterior is Bedford oolitic limestone and was quarried near Bloomington, Indiana. Vermont marble is used extensively in the interior. The lobby floors are composed of granite, and the rotunda floor is made of tile. The courtroom, commissioners' court, and law library have cork floors. The dome is capped with art glass which is illuminated with sixty electric lights. (These lights were recently rediscovered and put back into condition after having not been used for many years.) All of the woodwork and the courtroom paneling is quarter-sawed oak. The courtroom decor includes much pure gold leaf. There are a total of forty-six rooms in the building not counting the lobbies, corridors, and rotunda. While in recent years many Indiana

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counties have been far short of required office space, DeKalb County has had no problem. When the building was constructed, it included an extra courtroom on the south side of the third floor. It was only recently that this room was modified to make extra office space.

The total cost of the building and power plant was $317,072.14. While this was a large expenditure at the time, it was a wise investment in the future of DeKalb County. The structure has been well maintained throughout the years and is presently valued at four million dollars by county officials. It has served the county well for over fifty years and will no doubt continue to do so. Any citizen who has never taken the time to admire and appreciate its functional and asthetic beauty should explore this magnificent structure at his next opportunity.

A New York City artist, Arthur Thomas, executed two large paintings for the building. The paintings are hung in the stairwell between the second and third floors and represent "The Spirit of Progress" and "The Spirit of Industry."

The master clock located near the west door on the ground floor has fascinated generations of children and adults alike. The unit is constructed of brass and is located in a small room with a large window. The master clock is connected by rubber tubing to small clocks in each office which are powered by air pressure generated by the master clock. The unit originally operated the large exterior clocks on each face of the building, but electric motors have been installed to power these in recent years. ▽

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ANNUAL RESOLUTIONS

by **FRANK CARLETON NELSON**

Well, it's time for resolutions, time to make 'em all again,
For, beginning in the morning, only four short days
remain,
So I might as well be thinkin' of the changes I will make
In the way of "better living" and the vows that I will
take.
Now, the first thing is my "smokin" it's as costly as
can be,
And I've kind o' noticed lately it has had the best of me,
So I'm quitting, simply quitting, swearing off for ever-
more—
But, to come to think about it, I have said the same
before.

Overeating, there's another, Monday morning I will start
On a regulation diet, it is better for the heart;
Rapid driving, that is ended, Sunday evening is the last,
For, beginning Monday morning, I will never drive so
fast;
Criticism, nothin' doin', I'll agree on everything,
And if times keep gettin' tougher, I will even try to sing;
I will be the model fellow, just the kind that folks
adore—
But to come to think about it, I have said the same before.

As to faults of friends and neighbors, I will never see
the worst,
I've resolved to never do it, and I'm starting on the First;
I will speak the best of others every time I get a chance,
I will hold my tongue and temper under every circum-
stance;
Oh I'm gettin' set and ready and I'm startin' New Years
Day,
And I'll be the great example in the things I do and say;
Be the man I ought to be and just a little more—
But to come to think about it, I have said the same before.

EDITOR'S NOTE: *Frank Carleton Nelson was a native and long resident of Auburn. He was a salesman and resided at 354 West Fifth Street for many years. He published two volumes of poetry titled "The Evening Hour" and "Along Life's Road."*

HISTORICAL DIGEST

MARKET PRICES

The Auburn market in September, 1856, quoted the following prices:

Flour, per barrel	$6.50
Wheat, per bushel	1.00
Corn, per bushel	.31
Rye, per bushel	.50
Oats, per bushel	.25
Flaxseed, per bushel	1.00
Potatoes, per bushel	.62½
Butter, per pound	.12½
Eggs, per dozen	.08
Timothy seed, per bushel	1.50
Clover seed, per bushel	6.00

From: *1914 History of DeKalb County, p. 316.*

DARING COURTHOUSE BURGLARY

During the night of Saturday, February 16, 1867, the DeKalb County Treasurer's office was burglarized of about $18,000. The iron outer door of the office was drilled into and pried off and the inner wooden door was pried open. The outer door of the safe was cut through the panels, above and below the lock, the inner bolts withdrawn and the door opened. The chest in which the money was kept was opened by steel wedges and bars. The burglary was particularly daring in that the Sheriff's residence and jail were also located on the square adjacent to the courthouse. Although several persons were suspected and several arrests were made, the actual perpetrators were never tried nor convicted.

TALLY HO!

Early in 1875 considerable interest in fox hunting was aroused in the more athletic citizens of DeKalb County, and several circle hunts were held with all due formality. Marshals and other officers were chosen, hunters were detailed on the various prescribed lines, no firearms were allowed, and all dogs were led and loosed at the command of the marshals. The first fox hunt was held at Corunna on Saturday, January 23, 1875, and six foxes were caught. On the following February 6, between two and three thousand people gathered to watch a hunt in Richland and Fairfield Townships. Only three foxes were caught in this hunt, however, a number having escaped from the lines due to the inexperience of the line managers. The game from both hunts was sold at auction and the proceeds given to the poor.

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The Royal firm occupies approximately 10,000 square feet and is basically a metal stamping plant. However, they intend to stamp nonmetallic parts; to perform secondary operations such as drilling, tapping, welding, as well as to produce subassemblies of mechanical and electrical parts.

Sixteen presses with capacities from 10-ton to 60-ton are installed and are presently in operation. Back-up equipment including a grinder, mill, and lathe, permits minor repair and regrinds on their dies.

Corporate officers of the company are:

Robert C. George	President
Robert A. Gifford	Vice President
James Freiburger	Secretary
Arthur F. Boseker	Treasurer
Paul Felger	Asst. Secretary

Messrs. George and Gifford are the management team of Royal Industries, Inc. Messrs. Freiburger, Boseker and Felger are affiliated full time with General Tool, Die and Engineering Corp. of Fort Wayne. ▽

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CONTROLS DIVISION

Why would the quiet community of Auburn, Indiana, be a better place than Los Angeles for a major industry to hang its hat?

Los Angeles, California - a prosperous, thriving metropolis of two-and-a-half million people, a city typical of the go-go California-style way of life - seems like it would have been the ideal spot for Essex Gas Controls to go and grow. But now, Auburn is its home.

Formerly Alpha Industries, formerly Alpha-Tafco and formerly RBM/Alpha-Tafco, Essex Gas Controls is one of the country's leading manufacturers of - quite naturally - gas controls.

Located on a three-acre site on West Township Road in Auburn, Essex Gas Controls is a segment of the Controls Division of Essex International Inc., a leading manufacturer of products used in the production, transmission, and control of electric current, as well as aluminum extrusions, plastics, and gas controls.

Essex Wire Corporation, as it was known until this past December, realized that it had outgrown its name and that Essex International Inc. was a better representation of the fast-moving firm. Headquartered in Fort Wayne, Essex has grown into an industrial complex of 10 divisions, 71 plants, and 28 warehouses, employing approxim-

continued

. . . ESSEX

ately 19,000 people. It is the third largest industry based in the state of Indiana, and its operations are international in scope.

The company is constantly examining acquisition candidates and, after careful consideration, one of 1967's selective acquisitions was Alpha-Tafco (L. A.) in February. In September of the same year they moved to Auburn, a relocation which has proved to be a significant addition to this small Indiana community.

The new Midwestern location allowed Essex Gas Controls to consolidate many of their manufacturing capabilities and to centralize their shipping origin for better service.

Sister plants of the division, which make related gas control products, are located at Corona, California; Mansfield, Ohio; and Logansport, Indiana. Combined with the Auburn facilities, they make available a complete line of various types of controls for the many customers of Essex.

"This is one of our Essex strong points," explains plant manager John Walovich. *"By carefully locating our plants close to our customers, by staffing them with capable people, and by programming them in such a manner that they can operate at peak efficiencies, each one, in turn, can mature and expand based on its own initiative, rather than be totally dependent on outside pressures."*

Close to 150 area people are employed at the West Township Road plant, and they have 27,000 square feet of manufacturing area for their stomping grounds.

Says Walovich, *"Already, we are close to tripling our original production capabilities. And we hope to grow even further by expanding our product line and by gaining an increased share of the market on the present line of controls."*

Currently - and basically - they make gas controls for residential furnaces and small room heaters, and sell them to the furnace manufacturer, who installs them in his furnaces.

What is a control? What does it look like? What does it do? Roughly

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the size of a big Florida orange and located at the base of all gas-fired furnaces, it has two basic functions:

1. It provides for a safe lighting of the furnace.
2. It is a comfort-control device, a heat-when-you-want-it mechanism.

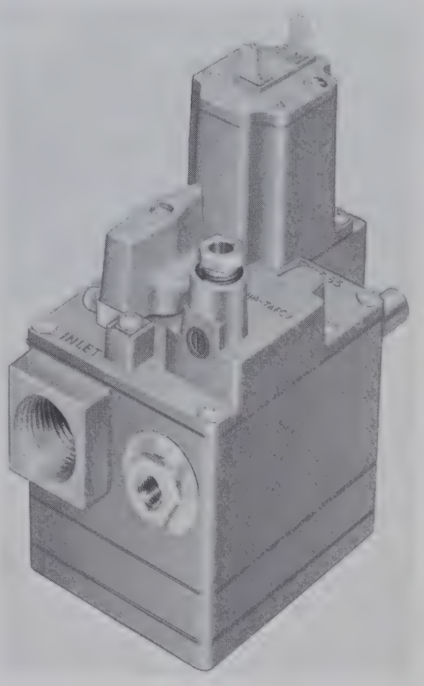
For purposes of illustration, let's say the gas furnace is completely shut off. Located on the control itself is a little red button which you push in as you light the pilot (everyone knows where the little red button is.) The small pilot gas flame heats the thermocouple, which is a small electrically-powered generating unit.

The electrical power from the thermocouple is generated back into the control and opens a valve, allowing the gas to pass from the main line, through the control, and into the furnace. With Essex controls the gas will not be allowed through the control unless the pilot is lit, an obvious safety feature.

Another control characteristic designed for safety - and also for making things comfortable - is the thermostat, which is connected to the gas control. The entire heating process is started only when the thermostat is manually set. In other words, *someone* must want 70 degrees, for example, as the temperature desired. At the thermostat's calling for heat, and *only* at this time, the control allows the gas to flow into the furnace - if the pilot has been ignited.

It is plain to see that the gas control is practically a fail-safe check of the furnace, making sure that no gas can flow to the furnace unless the conditions for lighting it are present. At the same time, the comfort heating of your home is controlled.

There have been extremely high-performance levels set for such a control, as can readily be imagined, and consequently the quality of the gas control is maintained throughout its production - from the raw aluminum used in the beginning process to the precisioned intricacies of the finished product.



An Essex Gas Control unit manufactured in the Auburn plant.

Plant manager Walovich, strolling through the Auburn facilities, begins the tour stating, *"Our internal capabilities, if you will, include our aluminum die-casting machines which make all of the aluminum parts used on the control. They are big machines, capable of exerting 400 tons of pressure to form the parts from molten aluminum."*

Describing the plant's automated secondary machining facilities, Walovich continues, *"All of the parts then must*

be further machined to provide passageways for the internal flow of gas, and to provide threaded pipe holes to connect the main gas line to the control, and the control to the furnace burner."

Walovich steps to the west end of the plant, *"Here we observe the techniques of the assembly line,"* he comments. *"They incorporate certain pressure-regulating parts and safety devices into the control. After that, everything is checked thoroughly, particularly the gaskets, for gas leakage. A malfunction of a gas control could cause a disastrous explosion."*

The Essex Gas Controls product list is not restricted in application to one type of gas furnace or heater, but many different ones, according to Walovich. They can be used in duct furnaces, unit heaters, room heaters, gravity wall furnaces, fan-type wall furnaces, and central furnaces.

Essex Gas Controls plays a vital role in the Controls Division of Essex International Inc. and will continue to do so. The Controls Division, with their home office in Logansport, has been serving major markets since 1921, manufacturing two groups of products. One is gas valves and controls, and the other consists of devices for switching, controlling, and routing electrical power.

Versatility is this division's calling card because it must serve the automotive, air conditioning, heating and refrigeration, appliance, computer, office machine, and electronics industries - with quality products and customer satisfaction.

The Controls Division manufactures substantially all the components of its products, and each of the product groups maintains its own significant engineering and research facilities. This feature of each Essex division performing its own research activities is one of the strong points at Essex International Inc.

The firm also contracts annually

with the Mellon Research Institute of the Carnegie-Mellon University in Pittsburgh for advanced scientific and technological research in a number of futuristic projects. The program is directed and controlled by Essex at the corporate level, yet 16 Essex research fellows are guided by Institute program advisers.

The blending of top-quality research with Essex's aggressive business attitude, new product development, increased production capabilities and an effective distribution network has provided strong internal growth for Essex International Inc.

Under the direction of Walter F. Probst, former president, and now the Chairman of the Board, and Paul W. O'Malley, who became president in 1966, Essex sales and earnings per share have advanced at compound annual rates of 9.3 and 15.9%, respectively, through 1967. In that year, sales were $356,287,000.

* * * * *

Fitting neatly into the complex corporate structure of Essex International Inc. is the Essex Gas Controls plant in Auburn. It had an austere beginning - much like Essex did when it began back in 1930 with one plant, one customer, and one product.

But it has grown up rapidly. *"We are multiplying by factors,"* says plant manager John Walovich, and in less than two years Essex Gas Controls has become a major nutrient, Vitamin E for Essex, essential in nourishing the industrial growth of Auburn, Indiana.

▽

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A SINGLE VOTE

The story of how a single vote cast in DeKalb County, Indiana, may have changed the destiny of the United States, has often been told to illustrate how important just one vote can be.

The story has appeared in national magazines and was told by David Brinkley on NBC network television during election coverage several years ago.

In the 1842 state election Henry Shoemaker of Fairfield Township, DeKalb County, Indiana, cast a damaged ballot for Madison Marsh for State representative. Marsh won the election by one vote but the election inspector threw out Shoemaker's ballot, leaving Marsh tied with his opponent, Seth W. Murray. The resulting dispute went to trial and the legality of Shoemaker's ballot was sustained by the Committee on Elections and the Indiana House of Representatives. Marsh was seated.

At that time, United States Senators were elected by the State legislature. Madison Marsh voted for Edward A. Hannegan who defeated the incumbent by one vote. Four years later, Senator Hannegan broke a tie vote and supplied the one vote necessary for the United States Senate majority that declared a state of war existed between the United States and Mexico.

It is conjectured that, if Henry Shoemaker had failed to vote, Madison Marsh would not have been elected to the legislature, Edward A. Hannegan would not have been elected to the Senate, and the United States would not have gone to war with Mexico. Government is not so far removed from the individual voter as it sometimes seems.

From: *Indiana History Bulletin, November, 1968.*

MAYOR REPORTS CITY PROGRESS

GROWTH

Residential, commercial and industrial building permits totalled well in excess of $1,000,000.

Activity along West 7th Street Extended increased, with new gasoline retailers, car washes, a restaurant, and motel addition under construction.

Plans are now in the engineering stage for storm water drainage and additional industrial roads in the west portion of the City. Much of this work is planned for early next year, and will provide industrial plant sites for new industry as well as expansion sites for our present industry.

SEWERS & STREETS

Modifications and additions to our new sewer system and pollution plant are about 95% accomplished.

An extensive curb and gutter and paving program has been completed with the exception of the proposed work on Ensley Avenue, the latter expected to be completed before early spring.

During the summer 16 city blocks were curbed and guttered, both sides, and paved with soil cement and black top. Numerous other streets were paved or sealed. To date the City has used 16,441 square yards of soil cement, 15,159 square yards of double chip seal, 12,000 square yards of slurry seal, 1,616 tons of hot mix black top, 150 tons of MWS patching black top, 544 tons of granular fill, 887 tons of crushed stone. Twenty miles of alleys were coated with 17,000 gallons of dust pallative. The City Street Department has under construction a large vacuum leaf pick-up machine to facilitate leaf removal during the fall.

When State Highway 6 detour has been removed, Road 8 will be the only State Highway remaining in Auburn. Before accepting North Van Buren Street and former Road 27 and 427 north as City property, Mayor Allison and City Attorney Donald Mefford met with Highway officials and insisted that former Highway 27 be repaved and Van Buren Street be repaired. When this work is completed, the City will assume ownership and maintenance of these streets.

PUBLIC SERVICE

Our Police Department has added one man to the force, making eight full-time officers, plus one meter maid, also added during 1968. Car No. 1 was replaced with a 1968 Ford police car. One Porta-Mobile radio plus two mobile police radios and a Polaroid camera were added to the Department's equipment. We now have a 35-man reserve police unit, partially uniformed, to serve during emergencies, as well as help during the fall fair, ACD reunion and similar events. The Chief of Police and several officers have made numerous safety talks to youth groups and organizations.

Our City Park program was expanded to meet a growing need under the direction of Councilmen John Foley and Oren Grandstaff. Supervised recreational classes and programs were

cont'd on page 39

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LOCATIONS IN AUBURN & KENDALLVILLE

he landed in a field where the Dana plant is now located, and then in a field near the DeKalb County Farm. He later used the field on the Auburn-Ashley Road where E. L. Cord subsequently built the old Auburn Airport.

"Wild Bill's" first airplane - a 1926 Waco 10. Built in Troy, Ohio, this plane was priced at about $3,000.

"There was an old haystack out there, and I had a stick up on it with a rag on it. That was my wind cone. Then there were stumps and rocks and ditches all over, and I had sticks about six feet long with rags tied on them so I'd know where to miss the stumps when I'd land and take off."

"I started stunt flying accidently. A friend of mine was a test pilot at Detroit. He asked me how I was coming with my flying, and I said I had several hours total. He asked if I had ever had spins where the airplane goes out of control and spins nose down."

"I said that I had never spun one. My instructor taught me so well that I would never get in one. He taught me the best angle of climb, the steepest angle, and not to go over the best angle."

My friend said that he didn't ever want to hear of me flying again until I had a tailspin. 'One of these times one of them is going out of control with you and, if you've never had one, you'll kill yourself because you won't know what to do. It's just opposite of what you think. All the time you're learning to fly, to pull the nose up you pull the stick back. When you get in a spin, the longer you pull it back, the faster the spin. You have to push the stick right on down, and then opposite rudder to the way your spin is going and then, when the spin stops, neutralize your rudder. You'll be going straight down and then you can pull it out.' "

"Well, I thought he was crazy, but he told me never to speak to him again if I didn't take a spin. So I thought it over and went down to Fort Wayne and paid thirty-five dollars to take a spin. I found out later that the instructor who took me up had never spun one in his life. Now, I knew what you had to do to get out of it, and he did too; he told me what to do; but he had never done it. It took us about 45 minutes to climb to three thousand

feet in the old Jenny, and it wasn't safe to do it under that. He told me to cut the throttle, wait until the ship loses flying speed, pull back on the stick, kick right rudder, and it would fall over into a right spin. I was overly anxious to get it over with and forgot to wait until the plane lost flying speed. I was supposed to close the throttle and hold it level until it began to stall, and then pull back on the stick and give it right rudder, but I didn't do that. I closed the throttle, pulled back on the stick, and gave it right rudder. It went into a half-roll upside down and started to fall upside down. It was heavy, and when it got down low it started to spin. By that time, I had come to my senses, started working on it, and came out at about one thousand feet. I had lost two thousand feet. We came down and the instructor got right out. He asked me if I knew what I'd done wrong, and I told him that I did. He told me to go up by myself on the next one. He stayed down on the ground."

"On a later occasion I had two passengers, and I was up about five thousand feet. It was quite gusty and windy. I made a left turn real quick and went into a spin with the two passengers up front. If I hadn't had this instruction, I wouldn't be here and neither would the passengers. I was quite perturbed about this whole thing, and when we got back to the field one of the fellows gave me extra money because he said that they didn't know I could stunt. They didn't realize, and I didn't tell them."

"I put the airplane away and went home. I thought, 'I'm going to sell it. I'm not going to fly any more. I'm done. I don't want to kill anybody.' But after I thought it over for a day, I decided that the only thing to do was to go out and get in it by myself and

"Wild Bill" with E. L. Cord and Art Goebel at the former Auburn Airport. Art Goebel, who won the Dole Pineapple Award of $50,000 for flying the first aircraft to Honolulu, stopped at Auburn to refuel while transporting three airplanes. E. L. Cord had this photo taken to show the new airplanes with the new (1929) L-29 Cords.

go up and do everything I possibly could do in an airplane. So that's where I taught myself acrobatics to try to see if I could get an airplane in a position that I couldn't recover. I fell out of the tops of loops. I did inverted spins. I did all types of spins, lefts, rights, and one to the other. I did slow rolls and snap rolls and everything you could do with an airplane, completely out of control, but I did it quite high so I'd have lots of room to recover."

"They thought I'd lost my mind, but it wasn't that - - I wanted to feel that I couldn't get an airplane in a position I couldn't get out of."

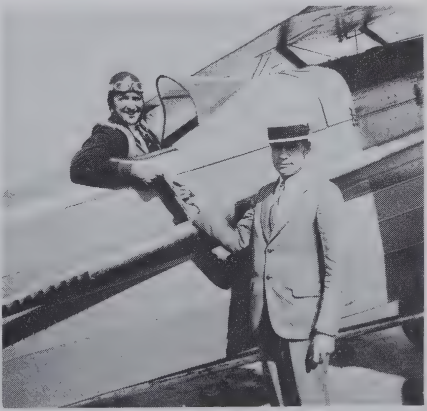
"Bill's" determination to master his machine, and the maneuvers necessary to prove to himself that he had done so earned him a reputation as a stunt flyer. In about 1928 he began doing stunts and aerial acrobatics for air shows and circuses. He soon gained national recognition as a stunt flyer.

Around 1930 he taught Irvin Rieke how to fly. Soon Rieke had his own plane and hired *"Bill"* to fly it around the country on a part-time basis. He maintained his employment with B. O. Fink for a while but eventually gave it up to fly full time for Rieke. He later taught Glen T. Rieke to fly.

During this era skywriting with exhaust oil had become quite popular. *"Bill"* had known Art Smith, Fort Wayne's pioneer aviator, and knew that he had invented, patented, but never developed, smoke writing equipment which used phosphorous. He discussed this with Theodore Rieke, and the two of them secured the patent rights from the deceased Smith's parents. Although the equipment was dangerous and difficult to use, it was far superior to other methods of skywriting.

The device threw a three-thousand foot flame which blurred into a very dense smoke. The flame could barely be seen in daylight, but at night the effect was dramatic. *"Bill"* experimented over Auburn one night.

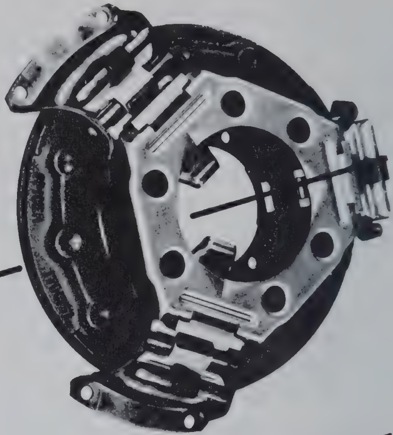
"I was up twenty thousand feet. It was seen from Chicago. At Fort Wayne the switchboards were completely jammed with calls. There was a tent meeting of Amishmen down near Grabill, a big revival meeting. Somebody stepped outside and saw this big comet, or big tail of fire going around. It was quite a sight. It always looked like it was right over you. They went inside and hollered that the world was coming to an end. Everybody jumped out. They practically tore the tent down and raced their horses and buggies all the way home."



Receiving the only permit issued to fly over the Chicago World's Fair.

In 1932 *"Bill"* was hired by the Curtiss Candy Company to skywrite *"Baby Ruth."* In 1933 he wrote *"NRA"* over the Chicago World's Fair. Because he flew so high and the air was so clear at that altitude, the letters

NEW SPICER DESIGN CALLED—



"CLUTCH OF THE 70's"

Described as "the first breakthrough in automotive and agricultural clutch design in a generation," the new Spicer Angle-Link Clutch was recently introduced by the Clutch and Marine Division of Dana Corporation.

Major features of this new, spring-loaded clutch are: (1) Retention of original torque capacity throughout the life of the driven disc facing material and (2) Reduction of clutch pedal effort by 35% in most applications.

The Spicer Angle-Link Clutch will be available in sizes from 11-inch through 14-inch diameters and in three-bolt and six-bolt cover designs. It is interchangeable with present clutches in applications ranging from passenger cars to light and medium-duty trucks, farm tractors and implements, utility and industrial vehicles.

Cost savings at installation and vital performance improvements are provided. Fleet operators will find that "over-specifying" a clutch to allow for loss of capacity during wear is no longer necessary. In addition, pedal-assisting devices, over-center springs and complicated linkage geometry can usually be eliminated with the new clutch.

As with all Spicer clutches, the Angle-Link series features maximum ventilation, isolated springs for cooler operation and rugged design.

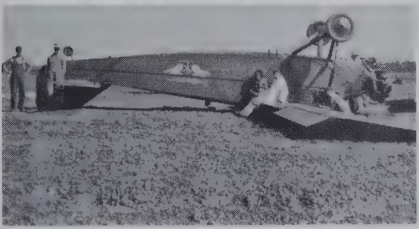
DANA

DANA CORPORATION
CLUTCH & MARINE DIVISION
Auburn, Indiana

floated over Lake Michigan and were readable over Michigan City two hours later.

Evidencing that *"Bill"* was an outstanding pilot is the fact that he only crashed once.

"I was coming back from the National Races at Cleveland in a Stinson with six passengers. The motor quit about 11:00 p. m. I hollered for everybody to fasten their belts. We were going in, and I could barely see. It wasn't a moonlit night. It had rained all day, and I could just barely see the difference between the woods and a field. I saw two small fields - - about ten acres each - - with a fence across. That was the only place there was, so I set her down and went right through one of the fences. I hollered for them to hold on, and we went through the next fence and into a cornfield. As soon as we got stopped in the cornfield, all of my passengers were out shucking roasting ears and throwing them inside the cabin - - having a great time. While they were enjoying themselves, I was working on the carburetor and found a screen stopped up and cleaned it out. We pushed the plane back through the fence and through the other fence to the other end of the field. The onlookers told me about a field a half mile north. It was a hayfield a half mile square; the hay had been cut, and it was as flat as a billiard table. I was to fly out alone, land in the hayfield, pick up my passengers, and take off again. We got two cars showing their headlights toward the open places in the fence in the field where I was. I went down across the field and between the headlights and got the thing off the ground. I found the hayfield, circled it, and came in for a beautiful landing. It felt like it was one of the best landings I ever made. I could feel the tail wheel and the two wheels hit. Then all at once it started to slow down and the wheels started to sink down. Then it went up on its nose and over on its back. It was then that I found that the field had been plowed the day before! I should've gone up and examined it before I landed - - my mistake. That's the only accident I ever had. Only did about thirty dollars damage to the airplane. We fixed it up and flew it back the next day."



The greatest damage was to "Bill's" pride!

During his spare time, *"Bill"* and sportsman Irvin Rieke pursued another interest. Around 1930 *"Bill"* built a small ice boat powered by a motorcycle engine and propeller, and Rieke built a larger one with a Cadillac engine to be used on Hamilton Lake. They both realized the potential speed of such machines and together decided to build an ice boat fast enough to break the land speed record which was at that time about three hundred miles per hour. They purchased a LaRhone rotary aircraft engine, mounted it on a fuselage with runners, and succeeded in getting one hundred eighty miles per hour out of it.

"But we decided we needed more horsepower. So we got a Liberty 12 and souped it up with known means at that time, which we kept quite secret.

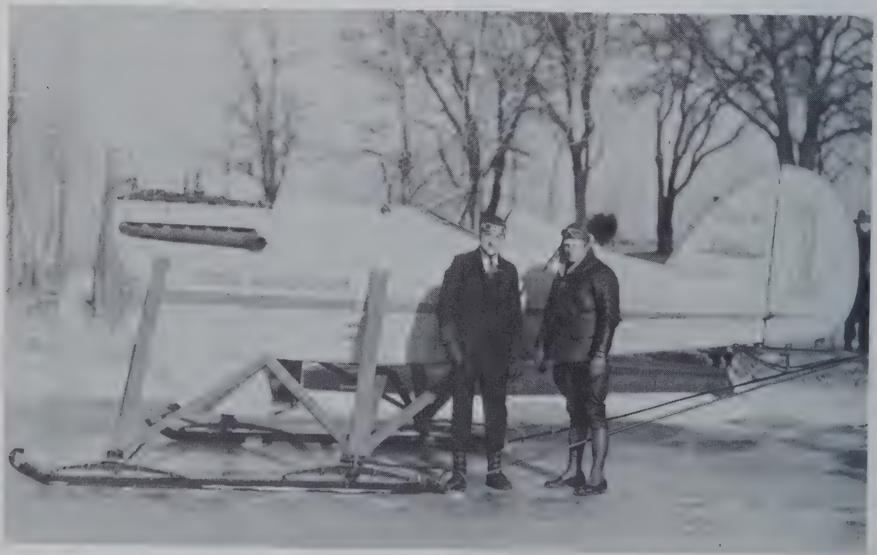
It developed about 600 horsepower. We took it to Houghton Lake and used scrapers and tractors to make a track about ten miles long on the lake. We had the AAA up there to time us. On a standing start, the first mile it did 186 miles per hour."

"On the long run the boat began to get airborne at half-throttle. The ice was rough, and I broke off the shocks. The runners began to spread until the propeller was almost hitting the ice. I was being thrown around inside the cockpit. Near the end of the run I dropped the 'hooks' and they threw ice over a hundred feet high. I finally got the thing stopped about fifty feet from the wooded shore. It wasn't safe so we decided to give up on it and not try it any more."

"Bill" continued to fly commercially for Rieke. The largest plane which they operated was a Lockheed 12. The plane was seven passenger, and its cabin was *"club"* equipped with davenports, ice boxes, and other extras. The plane had originally been used by Wendell Wilkie in his presidential campaign. It was confiscated by the government during World War II, equipped with extra fuel tanks, flown across the Atlantic, and given to England.

"Bill" retired as Rieke's chief pilot in 1955. Although he does not solo any more, he has maintained his license and still flies occasionally. Recently, an old friend, Ed Schenk, who sells helicopters and teaches flying in helicopters and fixed wing aircraft at the airport southwest of Garrett, dropped in on *"Bill's"* back yard on County Road 11A and took *"Bill"* for a helicopter ride.

"It was great. But I sure couldn't get used to that stopping and backing up in mid-air." ▽



"Miss Auburn" was built to break the world's land speed record of 300 miles per hour. It developed 186 miles per hour in one mile from a dead stop on Houghton Lake, but started to vibrate and break up. Three miles were consumed in an effort to stop the craft. Pictured with "Miss Auburn" are "Wild Bill" (left) and Irvin Rieke (right).

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THE HORRORS of LAND HUNTING

EDITOR'S NOTE: *Reading like a page from a biography of Daniel Boone, the following depicts the trials and tribulations of the earliest settlers of DeKalb County in their quest for homestead sites. As you read this account, bear in mind that the Land office referred to was located in Fort Wayne. A uniform price of $1.25 an acre was charged original land grantees, regardless of location or quality, and many of the sales included deeds signed by Martin Van Buren, who was President when this region was entered.*

◆

Isaac B. Smith came to Mr. Murray's at Pleasant Lake, Steuben County, and from there explored the woods of Smithfield Township to find a piece of vacant land. Three times he had selected pieces and went afoot to Fort Wayne, thirty odd miles, and, finding the pieces selected already entered, had to return to Pleasant Lake (over forty miles), and renew his search for a home. The fourth time he returned to the Land Office only to meet another disappointment. Tired in body, and heart-sick with hope deferred, he met a man at the Land Office, from Wells County, who stated that he knew of a very good quarter-section in that region still vacant.

The Register vouching for the veracity of the man, Smith made entry and went on foot to where it lay. He found the tract an unbroken cottonwood swamp, boot-deep with water. He returned to the Land Office, made report, and was told that the statement of a viewer, under oath, of the unfit condition of the land, would entitle him to a week's time to change his entry. Accompanied by Wilber Powell, of Fairfield Township, as witness, he traced the boundaries of the quarter-section and passed diagonally through it, from corner to corner, and saw only cottonwood trees on the tract.

Again at Fort Wayne, Smith got a new plat of Smithfield Township and started upon the trail again. Traversing the woods, with two companions, he had chosen a suitable tract, and was about to strike for the Auburn trace to set out for Fort Wayne, when he met three men prospecting the same land. On inquiry, they stated that they were going to Fort Wayne in a few days to enter land. Their manner raised doubt and when they separated, both parties struck for the shanty built by W. Park on Cedar Creek.

Smith's party lost their bearings, and, at dusk, were three miles north of the shanty, which was duly reached. Before daylight, they were off on a trot along the trail. When twenty miles had been trotted, Smith, being ahead of his friends, called at the house of Squire Caswell and ordered immediate refreshments. Breakfast was laid as the nearest came up, and was hastily eaten, and, leaving their coats, they ran on, and by 11 o'clock of the forenoon reached Fort Wayne, distant from the shanty thirty miles.

They entered the Land Office, and found the lands selected already disposed of. An hour's rest, then starting anew, they met, at the bridge crossing the St. Mary, their rivals, well fagged, *en route* for the office, and informed them that their race was in vain. Smith journeyed that day over fifty miles, and by night was at Park's, in Auburn. Here he found R. J. Daniels and Ira Camburn and learned that they were going into the northern townships to look for land. A dollar was paid by each of the three to Park for assistance, and he showed tracts upon which they subsequently severally settled. Smith now, on Friday evening, had but a day to reach the Land Office. He was successful, and secured his home on this, the eighth visit to Fort Wayne.

From: *1880 DeKalb County Atlas.*

▽

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. . . MAYOR REPORTS

introduced, and new items of equipment were added for playground use, reunions, and maintenance. Over one hundred dying and objectionable trees have been removed throughout the City to be replaced with young trees wherever possible.

The Auburn Fire Department has answered 65 fire calls, only a few being of a serious nature. In addition to a well-equipped department, Auburn is fortunate in having an excellent group of dedicated firemen who keep current with the latest fire-fighting methods.

City owned utility departments are functioning well in planning for the increasing demand for electricity and water needs of industrial and residential areas. Components for the new No. 4 Substation are now arriving in Auburn, and the new station to be located in the northeast area of the City should be completed within the next few months. In addition to meeting a greater demand during the next few years, the new sub-station will aid greatly in providing an even flow of electricity throughout the City during peak periods of demand. Utilities Superintendent Clyde Leeke reports that over 100 new street lights have been installed in residential and commercial areas. Mr. Leeke is also working with engineers on a study of Auburn's water needs. Plans for expansion of our water system should be completed in the near future.

AUBURN'S FUTURE

The Auburn Plan Commission has completed Ordinance No. 1016, a comprehensive ordinance needed for many years, as it provides for a planned and orderly growth and building regulations for the City.

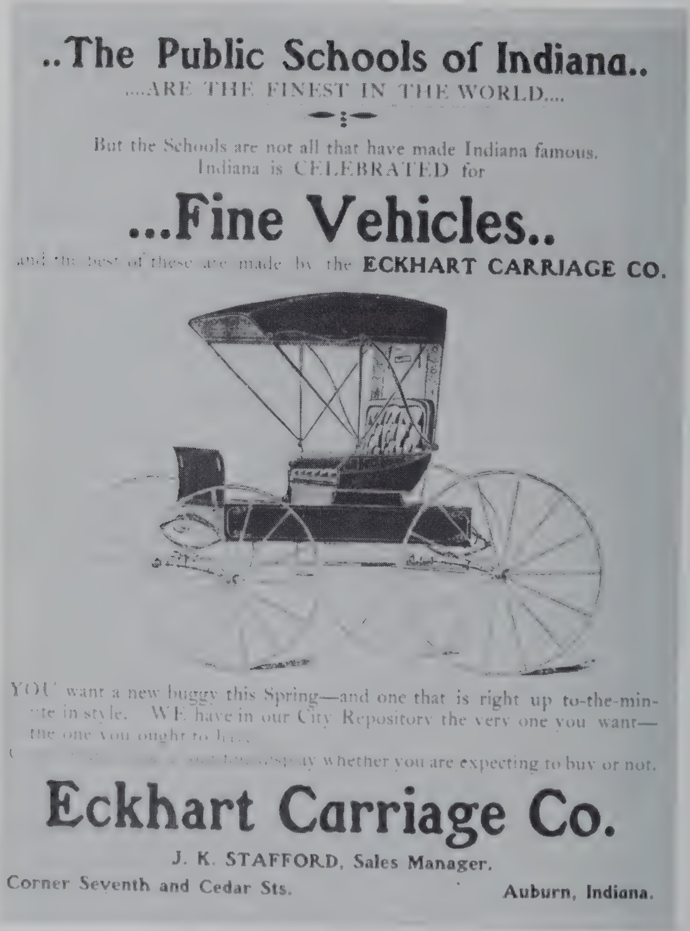
Plans for 1969 include a continued expansion of our utilities, sewer system, clean up and improvements in the southeast portion of the City, a program for additional sidewalk repairs, a modernization of our equipment for street work, snow and leaf removal, and a plan to encourage the removal of unsightly buildings, as well as a face-lifting of other buildings in the downtown section and outlying areas.

Auburn's new swimming pool will be taken over by the City in the spring, and will be operated by our park system. Along with our continued park and playground improvement program, the Auburn Lions Club has constructed new shelters in various park areas. The City is quite grateful to the Lions for this much needed addition to these parks. The shelters, located at Riley and Desoto parks, also provide protection for school children waiting for busses. ▽

FIRST CIRCUS

The first record of a circus in DeKalb County was in June, 1852, at Auburn, when Orney and Company were granted permission to exhibit within the city. The circus wagons were driven overland and people lined the road into Auburn to watch the caravan go by. Much excitement prevailed and nearly all of Auburn and most of the county population crowded under the canvas to watch the performance.

From: *1914 History of Dekalb County, p. 319.*



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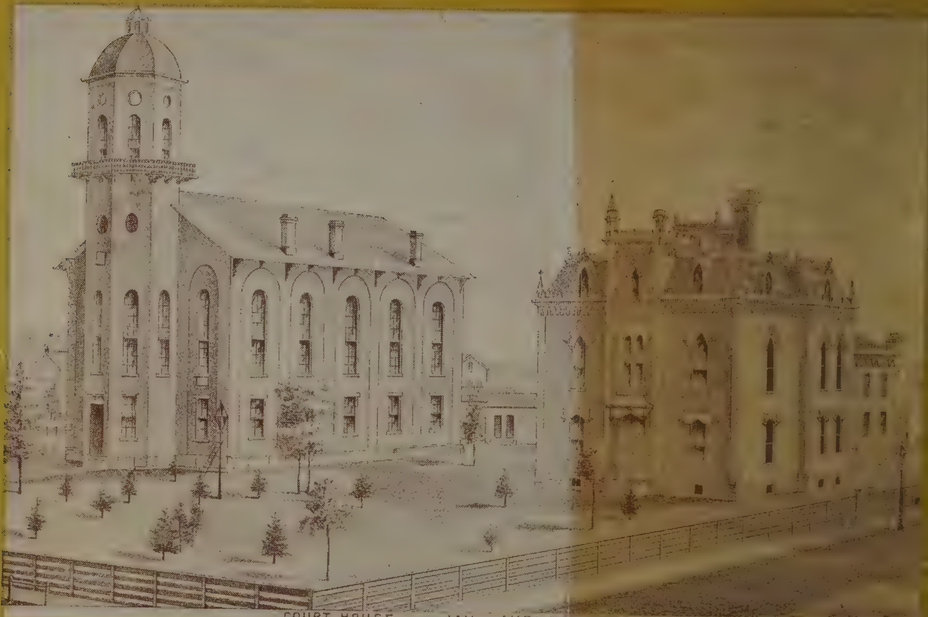

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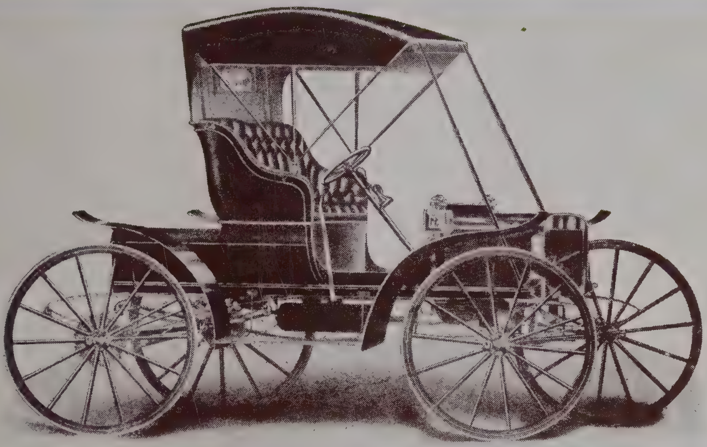
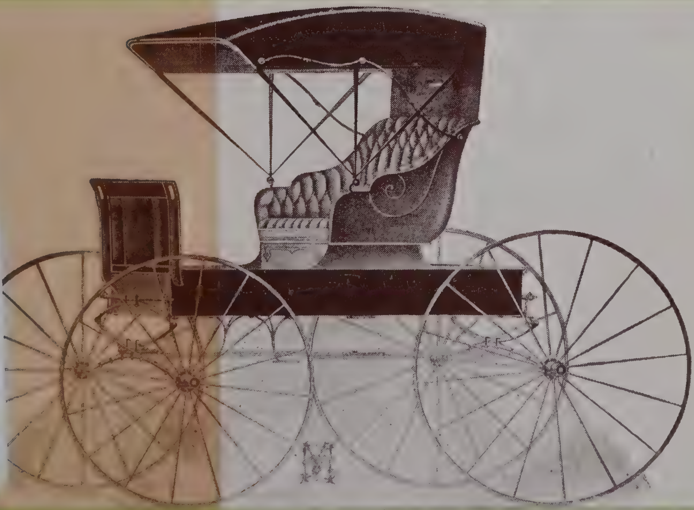
AUBURN DEKALB

VANGUARD





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AUBURN DEKALB
VANGUARD

APRIL 1969

VOLUME 1 NUMBER 2

A Vanguard Publication

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Automobilorama Entrance. Mr. and Mrs. Gene Zimmerman are seated in a 1909 Zimmerman touring car, the Museum's trademark. The collection includes over 350 automobiles, 8 of which were built in Auburn, Indiana. Photo from Gene Zimmerman's Automobilorama, Harrisburg, Pennsylvania.

ZIMMERMAN
Manufacturing Company

by JOHN MARTIN SMITH

EDITOR'S NOTE: *This article is the first (1st) in a series about the various automobiles manufactured in Auburn. More material is needed pertaining to these automobiles and the companies which manufactured them. Readers having any pictures or any information are requested to contact JOHN MARTIN SMITH, 110 West Eighth Street, Auburn, Indiana. Good sources of information are advertisements in newspapers, city and county directories, high school annuals, and other publications; catalougues; personal snapshots; operator's manuals; etc. Auburn-made cars include Auburn, Cord, McIntyre, DeSota, IMP, Model, DeKalb, McDowell, Kiblinger, Handy Wagon, Zimmerman, Eckhart, Nyberg and Union. Credit will be given to the donors of materials which are used.*

The Zimmerman Family is an integral part of early Auburn and DeKalb County industrial history. Their industrial pursuits spanned more than sixty-five (65) years and included the operation of saw and planing mills and the manufacture of barrels, shingles, furniture, windmills, tanks, buggies and automobiles.

The family patriarch, John Zimmerman, was a native of Fayette County, Pennsylvania. He and his family migrated to Ashland County Ohio, in 1831 and then on to DeKalb County, Indiana, in 1844. The family settled about two (2) miles west of Spencerville. Although he was principally engaged in farming, John Zimmerman also operated a sawmill in the Spencerville area for many years.

John's son, Elias, was born in Fayette County, Pennsylvania, in 1829. Elias operated his father's sawmill for sometime and then successively operated barrell, stove, and shingle mills in the Spencerville area. In 1875 he sold his other interests and joined his son, Franklin T. Zimmerman, in the Zimmerman Company in Auburn. This firm had been established in 1873 by Franklin T. Zimmerman and a partner named Watson. The following year Watson withdrew from the firm and sold his interest to Franklin T. Zimmerman's brother, George B. Zimmerman. It was George's interest that Elias purchased in 1875. The firm had originally been formed to manufacture building materials. From an early date, however, they made church furniture. In 1882, they began manufacturing windmills and tanks. This phase was continued until 1908 when the line was sold to the Celina Manufacturing Company, Celina, Ohio, under the trade name "Monarch."

In 1886, the business was incorporated under the name "Zimmerman Manufacturing Company." The first officers were John W. Baxter, President; Elias Zimmerman, Secretary; Albert Robbins, Treasurer; and Franklin T. Zimmerman, General Manager. In 1890, the company began manufacturing buggies for local sale. This part of the business soon became the most important. For many years the company produced more than two thousand five hundred (2,500) buggies annually. As indicated by the accompanying photographs, many different types and styles of buggies were made.

Interior of Automobilorama Rotunda showing 1909 Zimmerman displayed on revolving turntable. The silhouette of the car is woven into the blue and gold carpet. Photo from Gene Zimmerman's Automobilorama, Harrisburg, Pennsylvania.

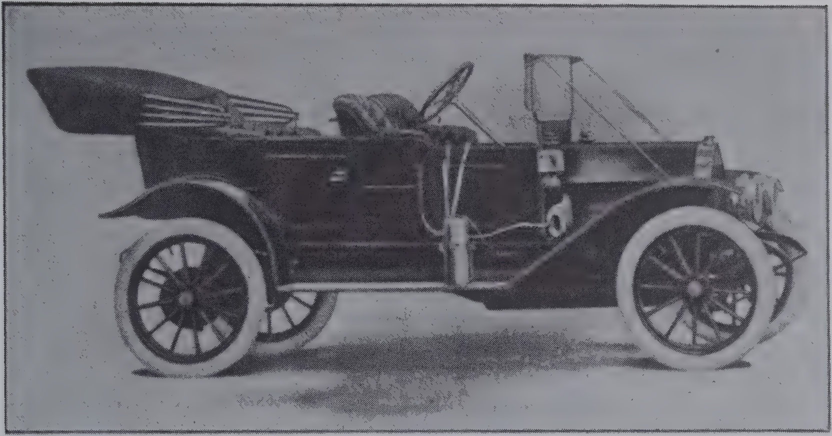
By the first decade of the present century, Auburn had become a highly industrialized community. Its most important product was buggies and its principal companies were Eckhart, Kiblinger, and Zimmerman.

With the advent of the automobile, it was only natural that buggy manufacturers would try their hand at building an automobile. The Eckharts had begun experimenting with an automobile in 1900 and began manufacturing the Auburn in 1903.

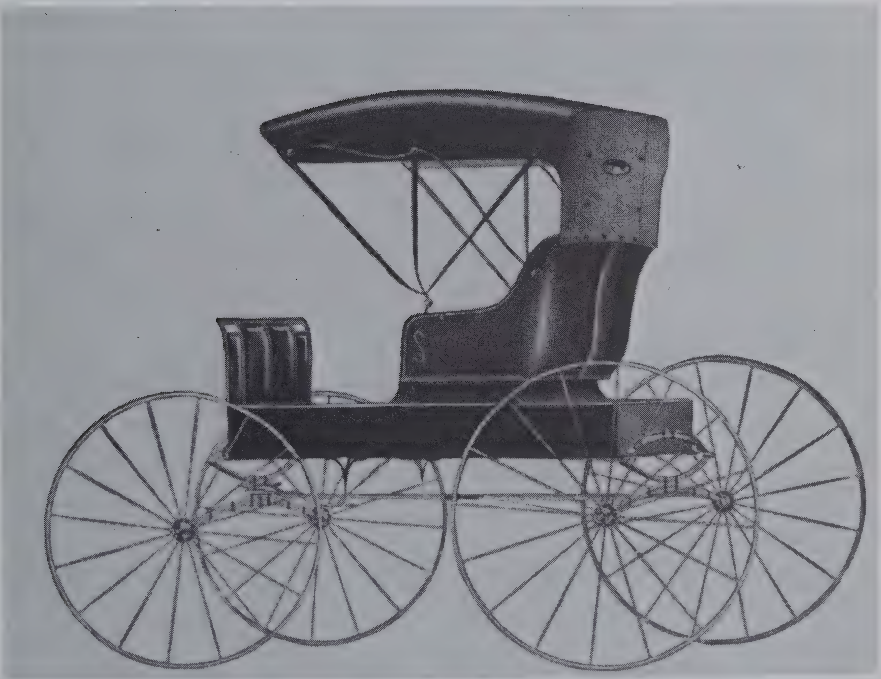
The Zimmerman Manufacturing Company plant was located in the 400 block of North Indiana Avenue in the same building which, after the demise of Zimmerman, was to be occupied for many years by the Auburn Wholesale Hardware. The original building measured sixty (60) by eighty (80) feet in size. The size was more than doubled after 1907 when the first (1st) Zimmerman car was produced.

Entry into the automotive field was not difficult. The basic chassis and other components were at hand from the buggy line. Engines, running gear, and other necessary items were readily available from other manufacturers. In Auburn, engines were made by the Model Gas Engine Works and sold to the local automobile companies. In essence, the early manufacture of automobiles was a means of marketing more buggies. The 1909 advertisement picturing the Zimmerman buggy and automobile together shows that the early Zimmerman buggy and automobile was truly just a "horseless carriage!"

The industry was highly competitive, however, and the automobile rapidly became more sophisticated. After the initial two (2) cylinder models, Zimmerman successfully built four (4) and six (6) cylinder models. The 1914 model line included both four (4) and six (6) cylinder cars and prices ranged from sixteen to twenty-three hundred dollars ($1,600-$2,300.00). By 1914, the company occupied the main plant which was two hundred eighty (280) by sixty (60) feet plus three (3) other smaller three-story buildings. Total floor space was about seventy-five thou-



1911 Zimmerman Model Z-40 Foredoor. Note windshield, bulb horn, carbide tank, and white tires. From 1911 Blue and White (Auburn High School Year Book).



1911 Zimmerman Buggy No. 328. Over fifty styles to choose from! From 1911 Blue and White (Auburn High School Year Book).

Warner-Motive

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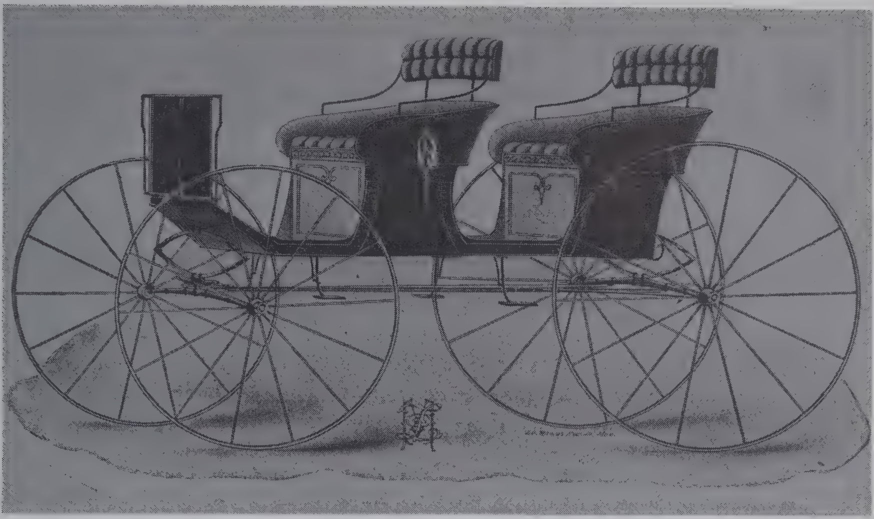

1905 Zimmerman Surry showing dainty step and light. From 1905 Star (Auburn High School Year Book).

sand (75,000) square feet.

In 1915, the company sold a car under the name "DeSota." This car was apparently a six (6) cylinder Zimmerman with a different nameplate. There were very few made and it is believed that there are now none existant. The DeSota had no connection with the Chrysler-built "DeSoto," although it is reputed that Chrysler paid a royalty for the use of the similar name.

In 1908, the officers of the company were Elias Zimmerman, President; Franklin T. Zimmerman, Vice-President and General Manager; and John Zimmerman, Secretary - Treasurer. The latter was a son of Elias and brother of Franklin T. Between 1910 and 1914 the Company was dealt two (2) heavy blows with the deaths of Franklin T. and Elias. Franklin T. died in 1910 and Elias died in 1914 at the age of eighty-five (85). After the death of Elias the Zimmerman buggy business was combined with the Eckhart Carriage Company.

John Zimmerman continued the automobile business until the latter part of 1915. The automobile business was then discontinued and John joined the Auburn Automobile Company. He remained with this company in various capacities until it was discontinued in 1940. He later moved to New York City.

The Elias Zimmerman home was located at 303 West Fifth Street; the Franklin T. Zimmerman home at 304 West Fifth Street, and the John Zimmerman home at 402 North Van Buren Street. The Franklin T. Zimmerman home is now owned by Mrs. H. M. Kirkpatrick. A close examination of the front steps of the home will reveal the name "ZIMMERMAN" stamped into the concrete. Being originally engaged in wood related businesses, the Zimmermans all included beautiful woodwork in their homes.

Although the Zimmerman name has regretably been almost forgotten

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The picture at left shows our Michigan Mobil Truck Crane on the erection of two fresh air make up units at the Warner - Motive Div., Borg Warner — Auburn, Indiana.

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in Auburn, it is the keystone of one (1) of the outstanding automobile museums in the world. The museum is "Automobilorama: at Harrisburg, Pennsylvania, and its owner is Eugene W. (Gene) Zimmerman. Gene Zimmerman discovered that the John Zimmerman who left Fayette County, Pennsylvania in 1831, was related to his ancestors.

Mr. Zimmerman operates three (3) Holiday Motor Hotels in the Harrisburg area. Automobilorama is in conjunction with Holiday West and is housed in an ultra-modern, three (3) story building with eighty thousand (80,000) square feet of floor space including a complete restoration shop. There are over three hundred and fifty (350) automobiles on display.

Automobilorama is the story of history on wheels. Its exhibits trace the evolution of the automobile from the Conestoga Wagon, buggies, carriages, bicycles and motorcycles — along with steam, electric, and gasoline cars to our luxury automobiles of today.

The Automobilorama trademark is a 1909 Zimmerman touring car. This car is the focal point of the entire collection. Its silhouette is woven into the carpet throughout the museum and is pictured on all items pertaining to the collection. The year of the car is also significant in that Mr. Zimmerman was born in 1909.

The Automobilorama collection also includes five (5) Auburns, an L-29 Cord, and a 1909 McIntyre Roadster, all of which were manufactured in Auburn.

Gene Zimmerman is a member of the Auburn-Cord-Duesenberg Club, is host to the Auburn-Cord-Duesenberg Club Eastern Meet at Automobilorama, and has been in frequent attendance at the Annual Auburn-Cord-Duesenberg Club Labor Day Reünion held in Auburn. In 1968, he drove to the Reunion from Pennsylvania in the famous 1929 Duesenberg J once owned by Doris Duke, the world's wealthiest woman.

Area residents would enjoy a visit to Zimmerman's Automobilorama at Holiday Motor Hotel West where tribute is paid to one (1) of the pioneer names in the automotive industry of Auburn.

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HISTORICAL DIGEST

FIRST INHABITANTS

The historic aboriginal occupants of Northeastern Indiana were Pottawatomie Indians. At its maximum the tribe consisted of no more than four thousand (4,000) persons. While they had no known villages in DeKalb County, they often camped here at various places contiguous to game and wild fruit. Between 1835 and 1838, small bands of these Indians roamed from place to place within the county.

Until the fall of 1841, an Indian named John Ess lived on the east bank of Cedar Creek near Auburn. His family consisted of his mother, two squaws, and four children.

By the terms of the treaty applicable to DeKalb County, the Indians were to be removed to Indian Territory west of the Mississippi River by August 6, 1838. Their journey west was a death march for the many who died enroute. By 1840, with the exception of a few stragglers, the Indians had departed Northeastern Indiana and had left their beloved homeland to the incoming white settlers.

FIRST FAIR

The first attempt to hold a fair in DeKalb County was a small exhibit on the Thomas Ford farm, at which the main attraction was a foot race. In the fall of 1855, a fair was held on the court house square, at which a horse race was a sensation. *From*: 1914 *History of DeKalb County, p.* 281.

BUCKSKIN BREECHES

Popular trousers among the early DeKalb County settlers were buckskin breeches made by Edward Wright of Fairfield Center. The settler either bought the smoked skins from the Indians, or pelts from the hunters and farmers, paying from twenty-five cents ($0.25) for a fawn skin to one dollar and fifty cents ($1.50) for that of a full grown buck. Wright's process of oil-dressing took from three (3) to four (4) weeks' time. The finished product cost from five to seven dollars ($5.00-$7.00). His customers found them serviceable for several seasons in the rough work of clearing and breaking land.

On and Off the Wagon!

The 1880 DeKalb County Atlas states that "Temperance Societies, known as Good Templars and Red Ribbon, have sprung into being, with large membership, flourished, languished, and then become extinct."

Warner-Motive

History

Borg-Warner was formed in 1928 by four automotive parts firms who merged in order to compete more effectively in the young and growing auto industry. These four founding companies are still actively represented by these Divisions of Borg-Warner: Borg & Beck at Detroit; Marvel-Schebler at Decatur, Illinois; Mechanics Universal Joint at Rockford Illinois; and Warner Gear at Muncie, Indiana.

If we were to trace the origin of the Warner-Motive Division, however, it would be necessary to go back further into the history of one of the four founding companies making up Borg-Warner — that of Warner Gear. It was in the year 1901 when a small group of men in Muncie, Indiana, organized and started a small factory for the purpose of manufacturing transmissions, steering gears, and differentials, to be sold to car manufacturers.

The quality of their product soon enabled them to secure contracts from such manufacturers as Moon, Kissel, Interstate, Maxwell, Rickenbacker, etc., who although practically forgot-

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ten now, were very prominent in the automotive industry at that time.

As the business grew, many inquiries were received from individuals and car dealers for service parts, due to the fact that the car dealers and manufacturers were prone to neglect the service end of their business. These inquiries and orders brought to the Company a realization that service on the units already built was a very important part of their business and a service department consisting of two people was set up to handle it.

In 1925, the first Warner Gear Service catalog was published, and the service department enlarged to take care of the jobber business which was increasing rapidly. In 1927, the American Gear Company, who was one of the largest parts manufacturing and jobbing organizations in the country, decided to discontinue the manufacturing business. Warner Gear acquired their inventories, machinery, tools and equipment. New jobbers were added as the line was increased. Separate facilities and machines were assigned for the service business.

It was during this time that consolidation of the four original companies making up Borg-Warner was consummated. Immediately the need was apparent for an organization to handle the distribution of service parts for all the related companies. Accordingly, in 1930, the Borg-Warner Service Company was formed.

This steady growth of the service department of the Warner Gear Company soon made it necessary to look for larger quarters, and since the business had developed to a point where it was no longer closely allied with the manufacture of complete transmissions, it was decided to form a separate Division and acquire new quarters.

In 1937, a search was started for a plant to house all the equipment and facilities which the Service Department had acquired. After looking at many plants in various parts of the country, Auburn was chosen because of its central location, shipping facilit-

ies, and the opportunity offered for a good community in which its employees might live. Tons of heavy equipment and machinery was moved from Muncie to Auburn beginning in March of 1938 and the move was completed in only 13 days.

Only about 50 foremen, office workers, and executives came from Muncie and the balance of 150 employees were recruited from Auburn and surrounding area. With the opening of the Auburn Plant on April 8, 1938 a new division was born known as Warner Automotive Parts Division of Borg-Warner Corporation.

Then came the war and the production of replacement parts was greatly curtailed and an all out effort was made to produce items needed by the Army, Navy and Air Corps. Approximately 80% of the company's capacity was devoted to various war contracts with such firms as Cincinnati Milling Machine, Marman Herrington Company, Andover Kent, Rolls Royce, Norfolk Naval Yards, Timken-Detroit Axle Division, etc. The company looks in retrospect upon these years as very hectic but elated over the production which was achieved. At the close of the war, production was again started on the regular line of automotive replacement items.

Post World War II found Warner-Motive facing three major tasks:

1. Providing a new modern facility with new machine tools.
2. Adding new product lines.
3. Become more competitive.

In 1961, the present plant with over 250,000 sq. ft. was completed and housed a substantial amount of new equipment in all departments. New product lines were added, and at the time the new facilities were completed, over 50% of Warner-Motive products were for markets other than automotive replacement parts. Today, less than 23% of Warner-Motive business is in the replacement parts market. It is, therefore, evident that Warner-Motive's original product line is slowly being curtailed in favor of original equipment products in the agricultural, industrial and automotive equipment lines.

In 1959, the Wooster Plant became a part of Warner-Motive manufacturing hydraulic components such as pumps and valves. Other plants were added by Warner-Motive but have since become a part of Marvel Schebler Division. These were plants in Dixon, Illinois; Ballwin and Sullivan, Missouri.

Management & Operations

Since its formation over 40 years ago, Borg-Warner has successfully employed a decentralized form of organization with the Central Office in Chicago providing only supervision, counseling, planning and financing. It coordinates corporate activities and guides their direction. Operating autonomy is vested in the Division and the management of each Division has the responsibility and the authority to operate frofitably and to expand by developing new products and markets.

The Auburn Plant of Warner-Motive is under the immediate direction of Mr. A. L. Dyer, Plant Manager. Mr. Spencer H. Mieras is President of the Division and also President of the Warner Gear Division in Muncie, Indiana.

Mr. Mieras noted that the Auburn Plant continues to grow as witnessed during the past year with the addition of a new Shipping, Receiving and Stores area. A new water sedimentation basin and water filtration unit has been recently completed. New equipment is being delivered constantly to update present machining methods. Employment at the Auburn Plant during the past year reached an all time high. We have great expectations for this operation to continue to grow and develop in the future and to add to the economic growth of the Auburn community.

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From the collection of JOHN MARTIN SMITH

As the automobile became popular, people began traveling further distances and in many cases into unfamiliar areas. At that time the roads were maintained by the respective townships and in most cases were not marked. There were no state or federal highways or interstates! To assist the early motorist, the Scarborough Motor Guide Company of Indianapolis published Scarborough's Road Map and Motor Guide of Indiana for 1915. The Guide contains over nine hundred (900) "trips." Here follow directions from Auburn to Fort Wayne:

AUBURN TO FORT WAYNE — 21.8 Miles

0.0	Leave Court House, going south on Main Street
0.5	Turn right (west)
0.6	Turn left (south). Cross railroad
1.2	Cross railroad
1.7	Small iron bridge
2.8	Turn left (south)
3.5	Large iron bridge
7.3	Crossroad. Turn right (west)
7.6	Church on right, turn left (south)
8.8	Cemetery on left. Church and school on right
9.8	Turn right (west) at end of road
10.2	Large iron bridge
10.3	Take left fork
12.8	Crossroad. Straight ahead
15.4	Church and cemetery on right
17.0	Bend right
17.5	Crossroad. Straight ahead
18.6	Crossroad. Straight ahead
19.2	Straight ahead
19.7	Bend left
20.1	Take left fork
21.3	Large iron bridge. Turn right (west)
21.4	Turn left (south) onto Barr Street
21.5	Turn right (west) onto Main Street
21.8	FORT WAYNE. Court House on left, on Main and Calhoun Streets

Or would you rather go to Angola?
Trip No. 524:

AUBURN TO ANGOLA — 22.0 Miles
(Stone and gravel road. Stone road 11.5 miles.)

0.0	Leave Court House, going north on Main Street
0.5	Turn left (west) onto North Street at end of street

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0.7	Turn right (north)
1.9	Crossroad. Straight ahead
2.3	School on left
3.1	Church and cemetery on right
3.4	Crossroad. Straight ahead
4.4	Crossroad. Straight ahead. Church on left
4.9	Cross railroad
5.3	Crossroad. Straight ahead
6.0	Small iron bridge
7.9	Crossroad. Straight ahead. Church on left
8.9	Crossroad. Straight ahead
10.4	Crossroad. Straight ahead
11.5	Turn left (west) 1 block. Gravel road to Angola
11.6	Turn right (north)
11.8	Cross railroad
14.0	School on right
14.6	Crossroad. Turn right (east)
16.3	Turn left (north) at end of road
16.5	Turn right (east)
17.4	PLEASANT LAKE. (Gasoline) Straight through
17.7	Turn left (north)
17.8	Cemetery on left
20.7	Bend left
22.0	ANGOLA. City Square

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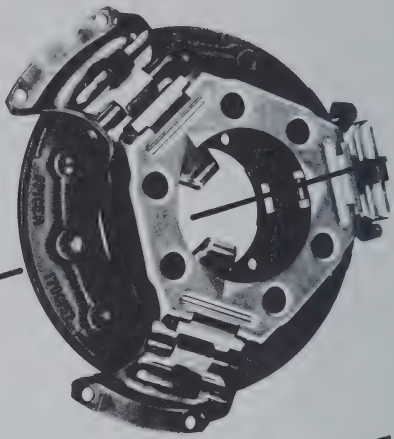

"CLUTCH OF THE 70's"

Described as "the first breakthrough in automotive and agricultural clutch design in a generation," the new Spicer Angle-Link Clutch was recently introduced by the Clutch and Marine Division of Dana Corporation.

Major features of this new, spring-loaded clutch are: (1) Retention of original torque capacity throughout the life of the driven disc facing material and (2) Reduction of clutch pedal effort by 35% in most applications.

The Spicer Angle-Link Clutch will be available in sizes from 11-inch through 14-inch diameters and in three-bolt and six-bolt cover designs. It is interchangeable with present clutches in applications ranging from passenger cars to light and medium-duty trucks, farm tractors and implements, utility and industrial vehicles.

Cost savings at installation and vital performance improvements are provided. Fleet operators will find that "over-specifying" a clutch to allow for loss of capacity during wear is no longer necessary. In addition, pedal-assisting devices, over-center springs and complicated linkage geometry can usually be eliminated with the new clutch.

As with all Spicer clutches, the Angle-Link series features maximum ventilation, isolated springs for cooler operation and rugged design.

DANA

DANA CORPORATION
CLUTCH & MARINE DIVISION
Auburn, Indiana

MAYOR'S REPORT

During the spring months, we tend to be more conscious of the beauty of nature in general, and in particular, our trees. Auburn is known for its lovely trees, and we hope to retain this identity, however, time takes its toll, and due to age, we have found it necessary to remove some two hundred dead and dying trees throughout the city this past winter. The removed trees have been replaced with over two hundred young shade trees. During the spring and summer months, we hope to improve the general appearance of Auburn in other ways. We hope that through the cooperation of property owners, unsightly lots and buildings will be revamped on a voluntary basis. Other-wise our new litter ordinance will be enforced to accomplish cleaning of these areas. The Auburn State Bank, have purchased and torn down two unsightly buildings in the downtown area. It is our hope that through cooperation of merchants, property owners, and the city, we are able to eliminate more of the run-down buildings. This will not only help the appearance of downtown Auburn, but will also provide added parking areas.

Our Park and recreation program has expanded rapidly during the past year. This excellent program is due to the untiring efforts of our efficient park board. Since we are near the beginning of another summer recreational season, I have asked our Park Director, John Foley to provide the following story, explaining our city park and recreational system.

* * *

OUR CITY PARKS

by JOHN L. FOLEY
Park Recreation Director

The City of Auburn has six parks with a variety of recreational facilities for both adults and children. They are supervised by the Park Department with Councilman John L. Foley and Oren Grandstaff as Directors.

The oldest park is Eckhart Park which was given to the City of Auburn by Charles Eckhart in 1915. This was the only park in use by the City for many years. Facilities consist of playground equipment, three pavilions, facilities for picnics, approximately forty picnic tables, three pole stoves and two stone fireplaces. Eckhart Park consists of seventeen acres of wooded grassland and is considered one of our finest parks. It is located at the South end of Cedar Street.

Adjacent to Eckhart Park to the West is the $135,000.00 Community Swimming Pool. This facility was originally part of the old Auburn Automobile plant, which later became part of the Warner-Motive Division of Borg-Warner Corporation. Borg-Warner built a new plant and aban-

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HOUSECLEANING

by FRANK CARLETON NELSON

from his book of poems "The Evening Hour"

The day is done and evening,
  With its torture now is here,
And my answers to her questions
  Are a little short, I fear;
And I know I act provoking,
  If the truth I must confess,
And sassylike and hateful,
  For I'm ruined, more or less,
I've tried to do my duty
  And assist the best I could
Obey the orders given,
  As a loving husband should,
But tonight I can't be civil,
  For it somehow seems to me,
My pain prevents my being
  What I really ought to be.

I tried to clean the paper
  In the living room and hall,
But I skidded from the ladder
  And I took a fearful fall,
Then she put me on the windows,
  Where an expert is required,
So I scrubbed for thirty minutes
  And I learned that I was fired;
I was ordered to the basement,
  And I lasted just an hour,
For I found at moving ashes
  I was very short of power,
My next and last appointment,
  She informed me wasn't hard,
Beating rugs and carpets
  She had carried to the yard.

So, talk about "house cleaning"
  If you must, but not to me,
For tonight I roll and tumble
  And am weary as can be,
My disposition's shattered
  And my nerves are out o' whack,
My arms are limp and helpless
  And I suffer with my back,
I long to do my duty,
  And her orders I'd obey,
And do the things she tells me,
  It's by far the better way,
But I want to tell you plainly,
  Just the way I feel tonight,
If I hear that word "house cleaning"
  I will simply have to fight.

* * *

EDITOR'S NOTE: *Frank Carleton Nelson was a native and long resident of Auburn. He was a salesman and resided at 354 West Fifth Street for many years. He published two volumes of poetry titled "The Evening Hour" and "Along Life's Road."*

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doned these old Auburn Automobile buildings which were torn down about 1962. This land was donated to the City of Auburn for the purpose of a park.

Early in 1965, the Auburn Jaycees called a meeting of interested persons in the community with the idea of constructing a Community Swimming Pool. At this meeting, the following officers were elected: H. G. Oren, president; J. L. Foley, vice president; George Hess, secretary and Theo Webb, treasurer. The Executive Board consisted of Warren Sunday, Richard Fink, Arie Van Straten, John Holdeman and Larry Wible. Thirty-seven of the area's leading citizens were appointed to the Board of Directors. This group investigated various community swimming pools in this area. Several pool companies were contacted and plans were made for the construction of an olympic sized pool 50 meters long and 25 meters wide. It was felt that this size would best suit the needs of the area as any person who could qualify for a swimming team or any competition in swimming would best be trained in an olympic sized pool. Also there were sufficient people interested in swimming to adequately fill a pool of this size.

For three years the pool committee begged, borrowed and coaxed the area residents and industry to provide the necessary funds to build this pool. It was with great joy that the contract for the actual construction of the pool was awarded to Midwestern Pools of Miamisburg, Ohio in 1967. The actual construction began in March and was completed by the first week in June. The pool committee made an agreement with the City of Auburn that they would build this pool complete with bathhouse and parking facilities before it was turned over to the City. In order to meet this committment, it was necessary for the pool committee to operate the pool for two seasons before sufficient funds were raised to complete the project. The pool is now under the operation of the City Park Department and it will operate thirteen weeks starting Memorial Day and closing Labor Day. It is staffed by a manager, assistant manager, five full time life guards and three basket and ticket room personnel. The pool hours are 1:00 to 5:00 p.m. and 6:00 to 8:00 p.m. seven days a week.

The pool was used in 1968 for the State Jaycees Swim Meet and many comments were received about the outstanding facilities.

The City has continued to improve the surrounding area of this beautiful pool and will plant trees and shrubbery this season to complete the landscaping.

The second largest park is commonly known as Jaycees Memorial Park. It consists of twelve acres of flat land located in the West side of Auburn, between Phillip and Hazel Streets and South of 15th Street. This park was purchased by the City of Auburn in the 1940's. Facilities are available at Memorial Park for softball, baseball, horseshoes, picnic tables, tennis courts, a pavilion and playground equipment. This park is used mostly for league baseball and tennis.

The third park is the Thomas Memorial Park, consisting of five and one-half acres located to the north of First Street and East of Cedar Street along Cedar Creek. It was donated by the Thomas Estate in approximately 1950. The Auburn Lions Club has constructed a fine Little League ball diamond along with the necessary bleachers and lights and sponsors one of the finest Little League baseball programs in this part of the country. In addition to the ball diamond are tennis courts, playground equipment and picnic facilities.

One of the lesser known parks is Forrest Park, which is a three acre area located in the Southwest part of Auburn between Pennsylvania and Park Avenues, just north of Ensley Avenue. Present facilities consist of playground equipment and picnic tables. Further improvements will be made in the next few years.

The last two parks are classified as neighborhood playgrounds as they were the sites of two grade schools that were demolished in 1960. They are DeSoto Park located in East Auburn on Baxter Street, South of Seventh Street, and Riley Park located on North Van Buren Street and First Street. These are both one acre parks and have playground equipment and picnic tables.

The City of Auburn Park Department has two full time caretakers, Lemon McNutt and Milo Provines. Under their jurisdiction are six student helpers that maintain our parks in excellent condition. The Park Department also is charged with maintaining the old original cemetery on South Union Street at 19th Street and maintaining the garden baskets hung around the Court Square during the summertime.

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The recreational facilities of the parks are used all summer long and in addition, a park recreational program is held each morning for children twelve years of age and older, teaching the fundamentals of tennis, badminton, volley ball and golf. This recreational program, supervised by Diana Dunn, girls physical education instructor at DeKalb High School, was held last year and very good results were obtained; it is hoped it will be successful this year. Miss Dunn is assisted by three girls all of whom are capable instructors. This program will be held June 2 to June 27 from 9:00 a.m. to 12:00 noon.

The Park Department is ever aware of the recreational needs of the community and is striving to meet these needs.

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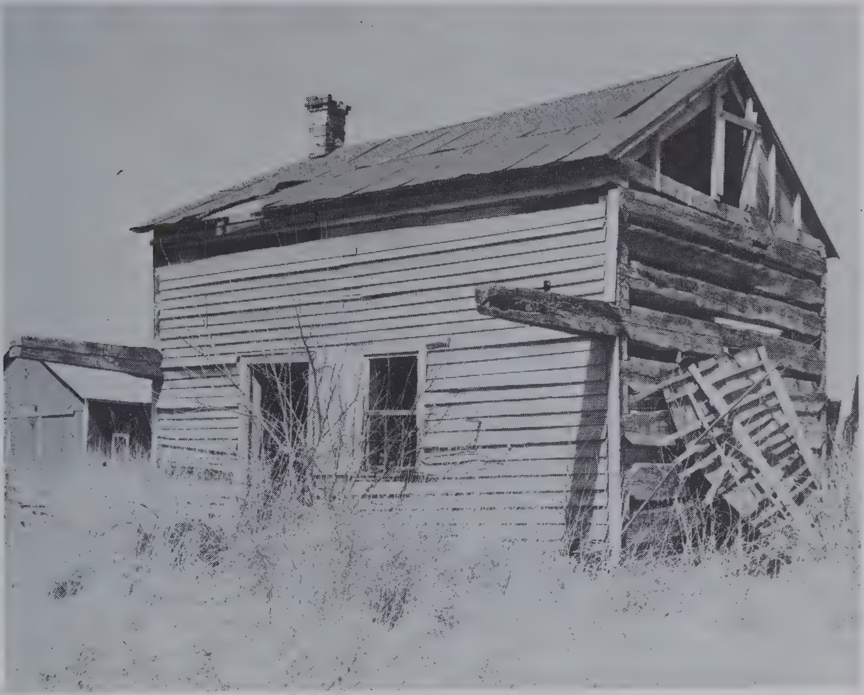


Fretz Cabin. Front view from Southeast. The overhang across the front is somewhat unique and could easily be rebuilt. The original cabin itself is in an excellent state of repair. The covering from the end has only recently been removed. M. R. Grueter photo.

OPERATION LOG CABIN

by JOHN MARTIN SMITH

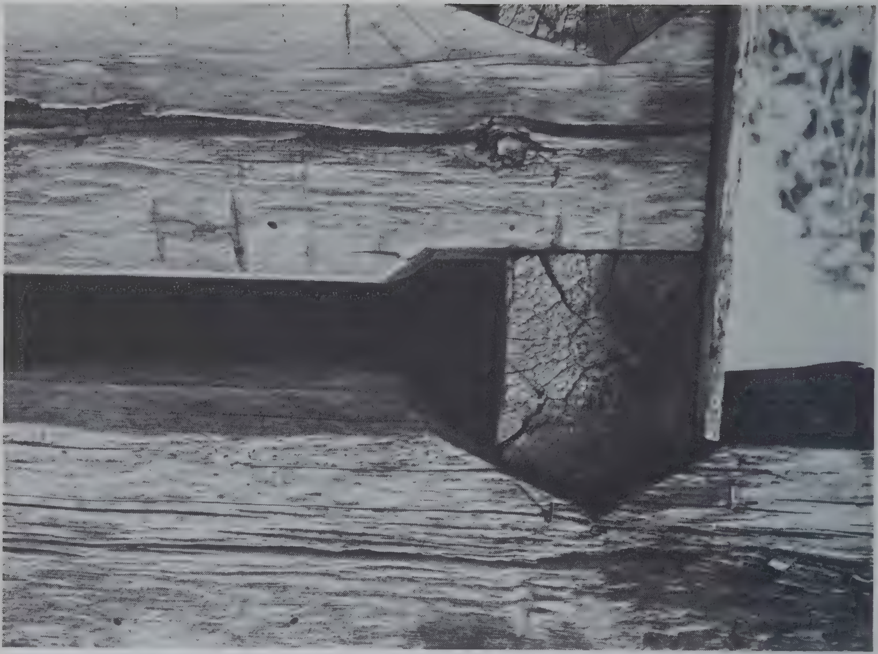
One of the few remaining log cabins in DeKalb County had been offered to the DeKalb County Historical Society for relocation and preservation. The cabin is located northwest of Auburn in Richland Township and is reputed to have been built in 1846 by a pioneer family named Fretz.

The cabin is presently owned by Mrs. Anna Surface who made the generous offer to the Historical Society. Mrs. Surface desires the structure be removed from her property as soon as possible.

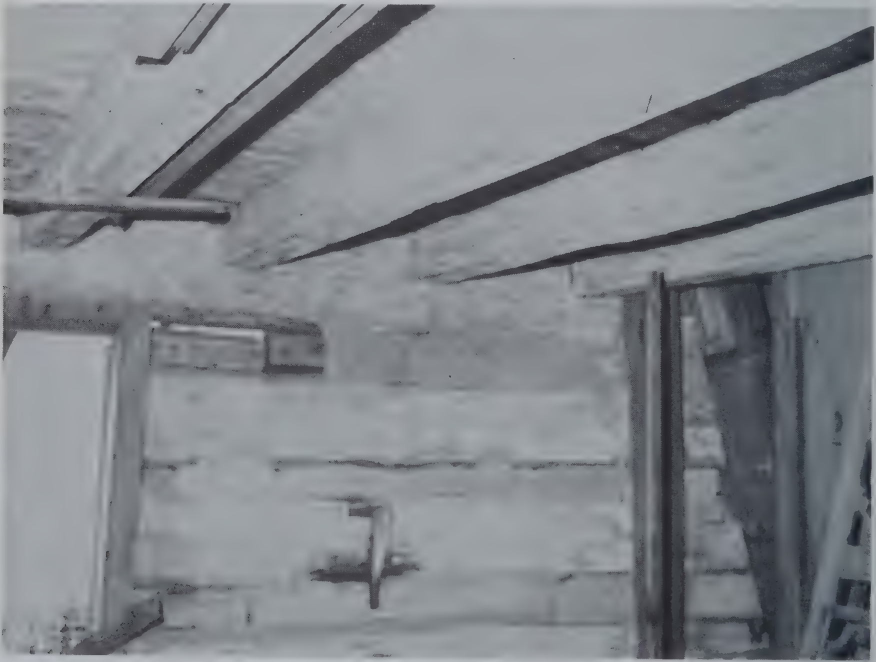
The structure is in an excellent state of preservation due to the fact that it has been covered with metal sheeting and wood siding for many years.

The cabin is a very good example of a home built in DeKalb County during the pioneer era. It is architecturally and aesthetically pleasing in that it is a story and a half (1/2) in height, has a unique overhang across the front, and has a rather unusual method of corner "notching."

The structure would have to be dismantled, moved, rebuilt, and restored. When completed, the cabin could be used as a museum for the Historical



Fretz Cabin. Closeup of method of corner construction. Note the unusual angles at both the top and bottom of the log and the hew marks. The log at the top of the picture is the one that extends across the front to support the overhang. M. R. Grueter photo.



Fretz Cabin. Interior view. Rear window is at left and stairway is at right. Notice wood and mud chinking between logs to the right of the window. M. R. Grueter photo.

Society and as a meeting place for small groups. It is contemplated that concealed wiring and heating could be installed. A preliminary estimate of the entire cost of the project is three thousand five hundred dollars ($3,500.00).

The LaGrange County Historical Society recently completed relocating and restoring a log cabin in the LaGrange County 4-H Park. Their cabin has proved to be an attraction to children and adults alike.

The DeKalb County Historical Society is currently seeking the help and co-operation of service clubs in financing the project and of city, county and governmental units in finding a suitable site to relocate the cabin.

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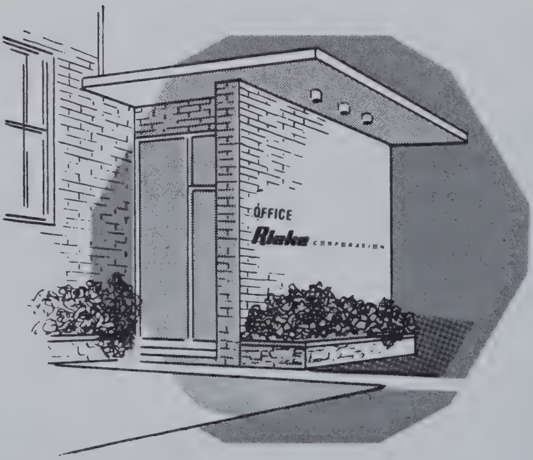
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The Old Knapp Murder or Hari Kari in the DeKalb County Jail

The Story of the First Great Crime in DeKalb County's Criminal History

by JOHN MARTIN SMITH

Jacob Knapp and his family settled in the woods five (5) miles east of Auburn in an early day. They were of German origin, were of a rather low mentality, and were highly superstitious. The family originally consisted of the father and mother, four (4) girls, and one (1) boy, a half idiot who always went by the name of "Jakey." Mr. Knapp was very short in stature and always spoke in a broken language somewhere between German and English.

The Knapps were very eccentric in their ways and were the laughing stock of the early DeKalb County citizenry. The old man was bald-headed and went bare-headed wherever he went. Jakey was always at his side. They sometimes drove a yoke of oxen, other times one (1) ox and one (1) cow, and their chattering could be heard for nearly a mile in advance of their coming.

To illustrate their eccentricity, the story is told of a trip which the old man and Jakey made to the mill at Spencerville, a distance of about fifteen (15) miles. On the way they had to cross a swale or slough where the mud had become very deep. The old man had some doubts about being able to cross in safety, but after looking the matter over, he said, "Now Shakey you shust sthay on dish side and sthart him in, and I goes on de udder side and 'haws' him out." The cattle were large and were named "Buck and Brim." When the old man had stationed himself on the opposite bank, with a large cudgel in hand, he ordered Jakey to whip the cattle into the mud hole. Meanwhile the old man waved his whip in a vigorous manner and shouted at the top of his voice, "Haw Buck, gee prin, haw Buck, gee prin," while Jakey remained on the other bank yelling as loudly as he could, "Whoa, whoa, whoa, whoa." Fortunately, the cattle paid no attention to either and waded quietly through the mud and came out safely on the other side. When they were safely landed, the old man straightened himself to full length and exclaimed, "Now Shakey, you got tammed pugger you, what for you tell Buck to Whoa when I tell Buck to go?"

The Knapps lived near a very large swamp in which raccoons and other small game abounded. They had a small dog which was one (1) of the finest "coon" dogs in the country. This dog would often go out into the woods and swamps unaccompanied by its owner and give notice of his presence by barking. When the barking was heard, someone would go and capture the game. On one (1) of these occasions the old man and Jakey took the ax and went out to where the dog had a raccoon up in a sapling. The old man concluded to climb the tree and club the "coon" down to be killed by Jakey and the dog, but at the same time gave Jakey strict orders not to use the ax. But when the old man climbed to the top of the tree, and knocked the "coon" down, it fell at the foot of the tree and was seized by the dog. Thereupon, Jake seized the ax and struck at the "coon", but instead, hit the dog and severed his nose. The old man in rage exclaimed: "Now Shakey, you got tammed pugger you, I tell you not take de ax."

Some years after the foregoing incidents, in about 1859, the old man was brutally murdered by his wife, Elizabeth, assisted by Jakey. No real motive could ever be ascertained for the dastardly deed except for their depraved brutal nature. The small amount of property owned by Mr. Knapp was scarcely sufficient to induce them to do such a thing.

The old man who was then very feeble in health was induced to go to the milk house for some beans. The house and milk house were only a few feet apart with an overshot roof extending between them and over the well.

The well was "curbed" with a hollow sycamore log to within three (3) feet of the top and from thence was "curbed" up square with split planks. The well was about fifteen (15) feet deep. When the old man was close to the well, Jakey and Elizabeth pushed him into it, thus hoping to sink him so that it would appear that he had accidentally fallen in and drowned. But when he was once in the well, he showed more strength than they had anticipated and struggled hard for his life. It, therefore, became necessary for them to use a more violent means to accomplish his death. To do this, they obtained an old dull ax and a piece of clapboard with a heavy butt end. With the ax they struck at his head which was so far down that they could barely reach it. In doing so, they hacked the curbing full of marks and the skin of the head was cut into slices. With the board they would strike at his hands when he would clutch onto the edge of the well. There were fifty-eight (58) wounds in all and forty-six (46) of these were on the head.

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A son-in-law of his discovered him in the well early in the evening and went to a neighbor and told them that the old man was drowned in the well. The news soon spread and by midnight a large crowd had gathered at the home. Some favored taking him out immediately but the more timid wanted to wait until the coroner could be sent for. Finally, it was decided that he should be taken out before the coroner was sent for. A large fire had been built in the yard and a lot of shell bark from hickory trees was secured to make a large torch to throw light into the well. When they lifted him far enough out of the water, the light shined upon his head and exposed a large gash at which sight one (1) of the neighbors exclaimed, "My god! Men, that man has been murdered." Again, he was allowed to drop back into the water and left until the arrival of the coroner. The body was taken from the well shortly after midnight and remained stretched out on an old door until noon the following day. All this time the widow remained in the house crying "Oh de goot Lordt my goot little olt husband is deadt, what will I do for preadt." After the coroner's inquest was held she was invited to come out to see him and continued to repeat the above phrase.

Elizabeth Knapp was arrested and charged with murder. After a preliminary hearing, she was committed to jail to await trial. While in jail, Sheriff Samuel W. Ralston had her meals carried to her on a plate with a common "case knife" to eat with. After being served one (1) of her meals, she took this knife and sharpened it on a stove pipe and with it cut a hole in the lower part of her abdomen and drew out a portion of an intestine from which she cut a piece about two (2) inches long and threw it into the stove. She was immediately confined to bed and all expected her to die. The county authorities ordered a coffin made for her. Such was done by Reuben Ettinger and William Maxwell. To the great surprise of all, however, the wound healed. She was then tried for the crime in a make-shift court

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set up in the Methodist Episcopal Church in Auburn. The trial resulted in a conviction and she was sentenced to the penitentiary for life. (Mrs. Knapp's coffin was used a few years later by the County to bury an old man who had died with delirium tremens.)

Mrs. Knapp was sent to the Indiana Penitentiary, but was pardoned after serving only a few months of her sentence. She then went to Michigan to live with a son-in-law.

The Knapp case was the first (1st) murder trial and convicition in DeKalb County. There was not sufficient proof against Jakey to warrant putting him on trial and he was released to the custody of a brother-in-law. He was later taken to the DeKalb County Farm where he lived until his death.

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AUBURN DEKALB
VANGUARD

JULY 1969
VOLUME 1 NUMBER 3
A Vanguard Publication

3 **The McIntyre**
Another in the series of automobile manufacturers that contributed to the automotive heritage of DeKalb County.

8 **The County Commissioners Report**
Who, what, where, when and why in DeKalb County.

The Mayor Reports
Who, what, where, when and why in the City of Auburn.

10 **It Was "Zeke"**
Featuring Zeke Young, an outstanding citizen of our community.

13 **Summer in Indiana**
What's it like to move from a metropolitan area to the Indiana countryside? — An adopted Hoosier tells it like it is!

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photography

Cover: "Arriving from Chicago." Courtesy of George B. Eckhart, Tucson, Arizona — The car is a 1904 or 1905 Auburn, driven by Ross Parker. The front seat passenger is George C. Boland, an uncle to Mr. Eckhart and the father of Mrs. George Baxter of Auburn. Passenger in rear unidentified.

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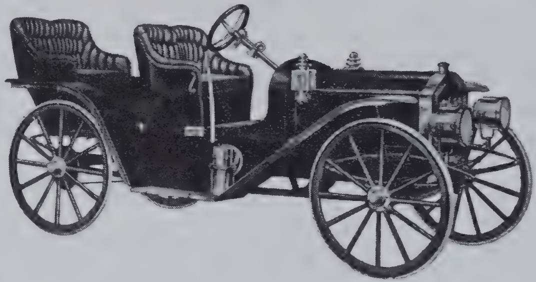
McIntyre



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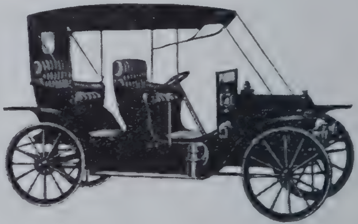
"To date have covered a distance of 8800 miles. Have averaged 21 miles to the gallon of gasoline. Made sand any depth, hills any height, never towed any distance."

"7137 miles in 66 days. Repair account $4.67.

"Very durable and always reliable. No tinkering, no repairing. Always ready to go when I am, day or night."



W. H. McINTYRE CO.,

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McIntyre

MOTOR VEHICLES

by John Martin Smith

The period from 1908 to 1915 marked the evolution of the automobile from a novel, relatively impractical, "horseless carriage" to a commonly used means of transportation. Automobile concepts and ideas were abundant. Competition was keen. Hundreds of small manufacturers throughout the country, particularly the Midwest, were vying for the public's favor.

The W. H. McIntyre Company, Auburn, Indiana, entered the field in late 1908. The company succeeded the W. H. Kiblinger Company which had manufactured buggies for many years and had begun manufacturing automobiles in 1907.

W. H. McIntyre had been President and Manager of the W. H. Kiblinger Company. Upon the death of W. H. Kiblinger in 1908, W. H. McIntyre obtained control of the company and changed its name. Contemporary advertisements stated that there was "no change in personnel" and apparently there was no change in policy in as much as all Kiblinger models were continued under the McIntyre name with only the letter symbols being doubled. The Model H Kiblinger became the Model HH McIntyre, The Model G The Model GG, and similarly

EDITOR'S NOTE: This article is the second in a series about the various automobiles manufactured in Auburn. More material is needed pertaining to these automobiles and the companies which manufactured them. Readers having pictures or any information are requested to contact JOHN MARTIN SMITH, 110 West Eighth Street, Auburn, Indiana. Good sources of information are advertisements in newspapers, city and county directories, high school annuals, and other publications; catalogs; personal snapshots; operator's manuals, etc. Auburn-made cars are believed to include Auburn, Cord, McIntyre, DeSota, IMP, Model, DeKalb, McDowell, Kiblinger, Handy Wagon, Zimmerman, Eckhart, Nyberg, and Union. Credit will be given to the donors of materials which are used.

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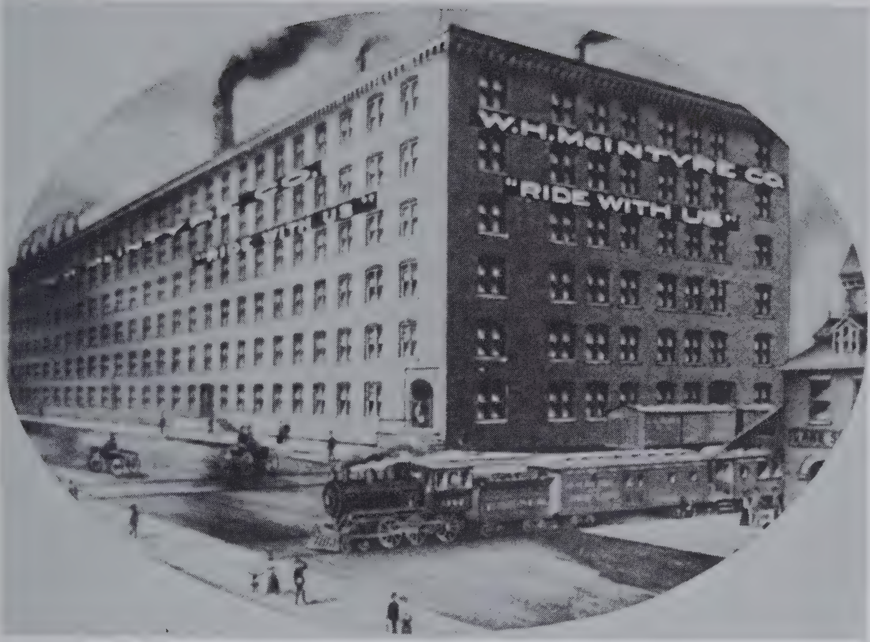

W. H. McINTYRE CO.
"RIDE WITH US."

Artists conception of what the McIntyre Plant was to have been. It was common during this era to exaggerate the size of production facilities for advertising purposes.

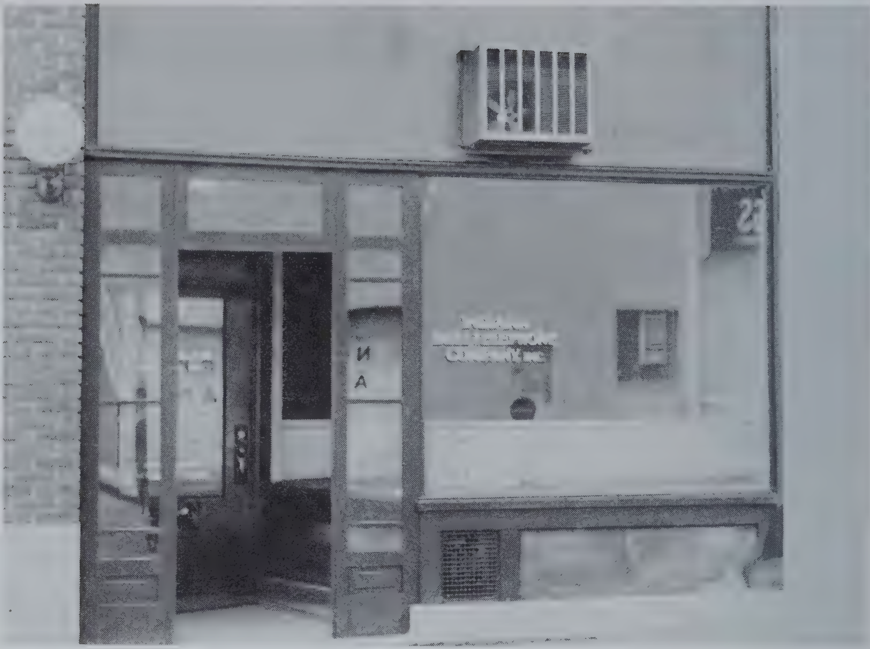
through the twenty-one different models offered by the company.

Early McIntyres are classified as "highwheelers." The typical highwheeler was generally a stock buggy with a tiller or simple wheel steering mechanism, a rugged but simple one or two cylinder air-cooled "stock" motor, and an elementary transmission. Such an "automobile" was crude by most standards but was initially inexpensive. It was cheap and simple to operate, maintain, and repair, and, most important, it was able to navigate the worst country roads. Such a car was appealing to the early motorist and thousands were sold by scores of small manufacturers, most of whom were former buggy makers.

An advertisement for the 1909 McIntyre Model HH stated that "McIntyre Motor Vehicles never fail — never get tired — cost no more than a good horse and buggy — cost far less to keep — do more work in less time than three horses. Take you anywhere and back again over **any kind** of road, in all kinds of weather. Run 30 miles on one gallon of gasoline. Simple, durable, guaranteed mechanical construction. Solid tires — no tire troubles or repair expense." How could one resist at a price of only $475?

Apparently the McIntyre was irresistible to many people. Company sales increased rapidly. They advertised that they could offer "a car for every conceivable purpose — at a price to suit every pocketbook. Buggies, surreys, limousines, runabouts, 1, 2, and 3-seated pleasure vehicles, express wagons, rural mail

Continued on Page 21



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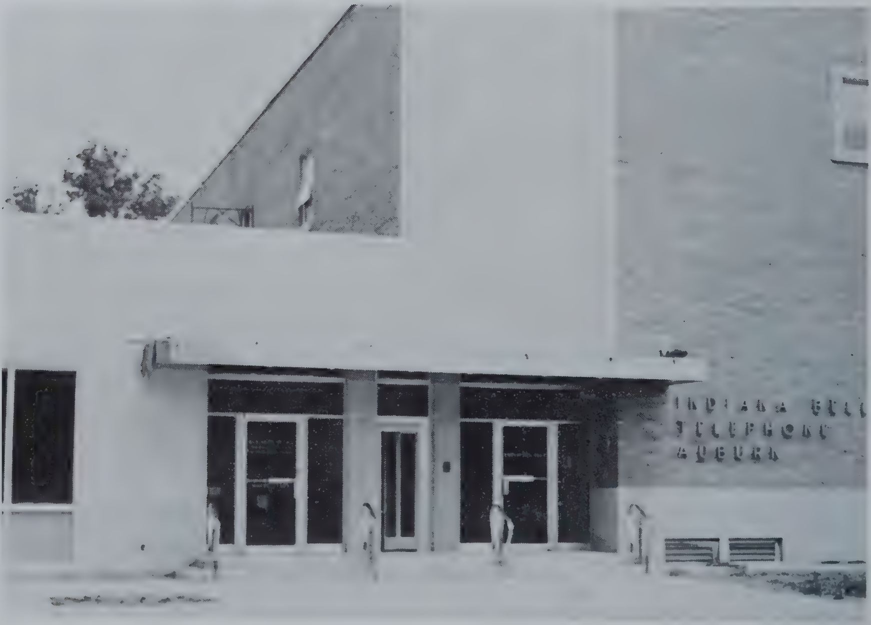
INDIANA BEL
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Bell Telephone

A History of DeKalb Communications

Auburn received its first telephone in 1886, only 11 years after Alexander Graham Bell invented the device in the East. Already the telephone had been improved since its invention. It soon became a valuable asset to the then small community of Auburn. It has never ceased in its improvement.

The DeKalb County town's first telephone was a private one, installed by John L. Davis, a banker at Auburn and at Garrett. He installed the recently invented telephone on a line running from his bank in Auburn to the one in Garrett, according to records of the Auburn telephone exchange.

The spread of the telephone was at first slow in most communities, Auburn included. Its cost at first was such that most homeowners just couldn't afford the telephone, then considered something of a luxury. But gradually more and more telephones were installed, thus making them more valuable — as each subscriber could reach more fellow subscribers with his phone.

By 1893, the Central Union Telephone Company, then a Bell company, had constructed toll lines connecting Fort Wayne, Auburn and Kendallville and the privately owned line to Garrett. A toll station connected with this line was installed at Auburn in the drug store of F. E. Davenport.

Three years later, the Central Union Company installed a magneto switchboard in the rear of Mr. Davenport's drug store, thus opening the first telephone exchange in Auburn. It had 15 subscribers at the time. By the turn of the century, the list had grown to 243 subscribers, records indicate.

Auburn continued to grow during the early 1900's. Its young telephone system did likewise, just as it was doing throughout the rest of Indiana and much of the nation. New companies to handle telephone service were being formed. Some went out of business or were absorbed into larger companies.

By the time of the formal organization of the Indiana Bell Telephone Company in 1920, the Auburn telephone exchange had nearly 1,000 subscribers. It has shown a steady growth ever since and has played an important part in the growth of the far northeastern Indiana city.

Today, the Indiana Bell exchange of Auburn has nearly 5,800 telephones. It is one of the state's most modern telephone systems and continues to grow as the company constantly makes improvements and adds facilities to meet the ever-increasing demands for communications services by Auburn residents and businesses.

Indiana Bell recently moved its business office into a new addition to its building at 322 West Seventh Street. The firm's business office

COUNTY COMMISSIONERS' REPORT

by Herman L. Collins, President of the Board

As the representatives of 30,000 people in DeKalb County, we feel it is important the people know who represent them. Your County Commissioners are Herman Collins, Frank Laub, and Robert Forrest.

President Herman Collins, 1303 South Van Buren, Auburn, is the first person elected as Commissioner who resides in a city since 1832. All past commissioners have been farmers. Frank Laub, Rt. 1, Spencerville, Vice-President, is the son of Claude Laub who served the County as a Commissioner, and Frank is the only person to be elected to serve in the same capacity as his father. Robert Forrest, Rt. 1, Ashley, lives on a farm that has been in the Forrest family for 100 years. All three of your Commissioners have lived in DeKalb County all of their lives. Herman Collins graduated from St. Joe High School, Frank Laub from Spencerville High School, and Robert Forrest from Ashley High School. We are elected to four-year terms at staggered elections so the County does not get a complete new Board each election. The term of Herman Collins expires December 31, 1970, and the terms of Frank Laub and Robert Forrest expire December 31, 1972. Our salary as Commissioners

Continued on Page 27

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Pictured at left is the Cedar Chapel Covered Bridge in the process of being moved from its original location.

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had long been at 127 West Eighth Street. The change put the business office in the same building with other operations housed in the telephone central office.

Several large equipment installation projects have recently been completed in the Auburn central office. Others will take place as the company increases the capacity of the Auburn office for local and long distance telephone service. This year Indiana Bell is planning to spend $96.4 million throughout the territory it serves for improvements and expansion of the telephone system.

Indiana Bell employees have long played a prominent role in the life of Auburn — participating in the civic, cultural, business and other activities as telephone people traditionally do.

There have been a number of telephone managers over the years, starting with Mr. Davenport. Others have been Fred Richart, S. E. Van Fleit, Ira Thrush, E. V. Crutcher, J. Clifford Hand, W. Dudding and W. A. "Bill" Storey. The latter retired in May after 24 years as manager of the Auburn and Kendallville offices of Indiana Bell. He had a 43-year career in the telephone industry.

William C. Tandy, Jr., a native of Lafayette who grew up in Indianapolis, succeeded Bill Storey as manager on June 1.

Chief operators in Auburn have included Daisy Bumpus, Tilly Lahnum, Leon Richards, Rosa Daily, Elizabeth Rudolph, Cora Kenestrich, Mary Richards, Beatris Hinsey, Mae Oberlin, Alice Wilson and Elnora Ball.

Norma Lawless is presently chief operator in Auburn for Indiana Bell.

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WHEN YOU GOT TO BE A FRESHMAN IN HIGH SCHOOL, IT WAS "ZEKE"

A Tribute to Cecil "Zeke" Young

by Jane Kempf

An unwritten law for the kids around Auburn had to do with age and status. When you were a boy in elementary and junior high school, it was Mr. Young, but when you were a freshman you got to call him "Zeke." And if you were an athlete, Zeke was destined to be a big man in your life.

For 36 years, Zeke taught in the Auburn school systems and coached all the athletic teams for many of those years.

When he started at Auburn in 1924, he was the lone coach for track, football, basketball and baseball, and he never looked at a little boy without sizing up his build, his reflexes, his spirit and his coordination.

Zeke did the job in Auburn High School with about 350 to 400 students that a staff of more than a dozen coaches handles in the DeKalb Central United School District.

He came to Auburn well-qualified with athletic background. He was born on December 8, 1899, in Bloomington and attended Martinsville High School where, you guessed it, he played in all available sports.

His prowess in high school athletics won him a scholarship to DePauw University where he played on the basketball team. That basketball team was a threat to the competition and was described as a powerhouse — even downing such high ranking opponents as Notre Dame.

At DePauw, Zeke distinguished himself. He won four letters in basketball, three in track — broad jumping, high and low hurdles and javelin throw — and two in football. When asked how in the world he managed to learn enough to get his teaching degree with all the sports, he chuckled and said, "I managed to keep busy."

Scholastically, it was never "stop" for Zeke. He received his Master's degree from Indiana University at Bloomington in the spring of 1939. He said with all the other schooling he has had, on and off over the years, he probably wouldn't have far to go for his doctorate, and added that's the way it is with most teachers who love their jobs and the kids they teach.

In addition to his athletic prowess, Zeke was one of the original Rector scholars. He earned the scholarship as a freshman by being one of the top ten in the freshman class. "I had some kind professors," he said.

Many local people are unaware that Zeke did not begin his coaching and teaching career here in Auburn. His first year on the job was not in Auburn, but at Pendleton in 1923 where he coached basketball and baseball.

Probably the reason — purely speculation — Zeke left after the first year is that his first loves are track and football. Poor Pendleton!

ZEKE'S ENTHUSIASM

It was next to impossible to get anything out of our Zeke about his own feats. Most of what is printed here came from the people who have known him over the years.

But when he talks about the kids that were great in their chosen sport, his eyes light up, and it is hard to keep up with the names and the special moments that those athletes shared with him.

We haven't the space to print all the names of students who shone on the athletic field, nor the names of all the youngsters who have a special place in Zeke's heart and memory.

He did talk fondly of the football team of 1929 in the days of Bill Hunter, George Stebing, Art Hipskind, Fred Quance, Clair Timberlin and others. He called that team "the first time we had a really good football club."

He also clearly remembered the first game his Auburn football team won. "It was in the fall of 1926 when we beat 'em (Huntington) 7 to 6."

In 1941 the football team coached by Zeke had the first undefeated season. They started with a 19 to 25 win over Marion. Zeke rattled off names such as Bill Scott, Bill McComb and Ronald Pfister.

In '46 such players as Herb Wertman, Bob Scott, Fred Butler, Don Smolensky (now superintendent of the Hamilton schools), John Bower and others took the football team to an undefeated season's end.

Auburn fielded about the same backfield in '47. Pride was high in Bob Scott who made All-State quarterback that year.

Vito Palumbo was another Auburn boy who made it big as All-State guard.

The football team went through a string of 24 straight games without a loss. During Zeke's tenure as coach, Auburn football teams won 142 games, lost 63 and tied 14.

NEVER SAY DIE

Something of the spirit with which Zeke's athletes were instilled showed up in the games. One cliff-hanger was won after the whistle blew. Auburn had passed the ball, which was in the air at the final whistle. Auburn's man caught the ball in the end-zone and then the kids made the extra point for the win over New Haven at New Haven.

The boys who made the teams Zeke coached, made it on their own ability. One boy was named quarterback, and his parents were discussing the selection. The parents and the coach were fast friends, but a clue to the coach's character comes in the remark he made to the parents, "He's fast and he's smart — and it is NOT because you are his parents." And the parents knew it was true. So did all the boys on the team.

Another "never say die" day was at a football game with Warsaw when two coaches (including Zeke, of course), three officials, and two principals held up the football game for about 45 minutes in an argument over which team had possession of the ball.

Auburn principal Lloyd Miller

Continued on Page 37

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Summer In Indiana

by **Evie Heimach**

It is quite an experience for someone who was born in Brooklyn to spend a summer in Indiana. Especially a place called "Egypt Bottom" in Switzerland County. It seemed like one huge cornfield with a lot of farmers living at the edges of the fields. My immediate reaction was, "What's a city girl like me doing in a place like this!" But let me hasten to explain that this reaction was quickly replaced by such exclamations as "how lovely and charming, how peaceful, and how perfectly quiet." The quietness was almost overwhelming at times, as I will testify to later.

My husband was in graduate school in Louisville, Kentucky and we were to spend summer week-ends in a large, old farmhouse on the banks of the Ohio. For someone who was used to the crowds and noise of the city the "North Place" seemed very remote; located about a mile off the main road between, yes, you guessed it, two cornfields. The house was completely overgrown as the owners had both been killed in an auto accident a few years previous and it had remained vacant until now. The dampness was very penetrating in the early spring and mist often rolled up from the river enveloping the house and giving the surroundings an other-world spirit appearance. A fire in the old fireplace was a cheery and comforting thing when evening crept closer and the shadows on the large flowerpapered walls became ghostly dancing figures. The sound of a boat on the river was also comforting. Who me — afraid? Oh for the lights of the great white way!

I would lie awake at night listening to the strange little sounds all around me and as the dawn would break, finally fall exhaustedly off to sleep. My husband brushed off my complaints of hearing things as only "the wind in the trees". And only after the house was sold and the new owners took over did we get to the bottom of the night sounds. They shot twenty-five groundhogs who were living in the basement and having a ball! "Wind in the trees" bah humbug!

The quietness was marvelous when someone was there to enjoy it with me but alone it became overbearing. One day, unable to become interested in any of my "projects" I decided to walk to the nearest farm for a visit. While I could see the roof of the house, the journey took me through high fields of grass and weeds, over and under fences, and naturally, through a corn field. But to my dismay upon arriving there the only ones to greet me were the hogs, and believe me, their grunts weren't too inviting. So back home again!

One evening when I was alone I did have callers. It was dusk and I heard a car coming down the road. Overjoyed, I ran to the kitchen door to look. An unfamiliar truck pulled up and two men got out. They were

Continued on Page 45

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DANA

DANA CORPORATION
CLUTCH & MARINE DIVISION
Auburn, Indiana

Dana Auburn Plant; Past and Present

When working in their basement shop, developing a clutch with what tools came to hand, back in the early 1930's, C. A. Thelander and his son, W. V., little thought that in a few years the product of their labors would be spread all over the world as a very important part of a newly developed vehicle, made necessary by World War II and affectionately dubbed by United States troops as "the Jeep."

The Auburn Clutch Company found its origin early in 1936 at the Atwood Vacuum Machine Company, Rockford, Illinois. Messrs. Seth B. Atwood and James T. Atwood, owners, acquired the rights to several clutch designs invented by C. A. and W. V. Thelander in 1932. W. V. Thelander was taken into the Atwood organization to establish a laboratory set-up in Rockford for further testing and additional development work. The purpose was to complete the designs and have them ready for sale to the automotive and tractor trade.

The first production business was secured in 1938 and an old plant known as the "Sterline Plant" was purchased in Auburn, Indiana. By 1939 the clutch line consisted of the Auburn spring-loaded design, vibration damper discs and the "constant pressure" line of clutches. By 1940 the customer list had grown to several tractor manufacturers, two earth-moving manufacturers and one automotive manufacturer.

During 1940 and 1941 production requirements exceeded the capacity of the plant; therefore, a new plant was built on the west edge of Auburn. This plant was completed and in operation early in 1942. By 1943 it was apparent that an addition was already required and a sizeable area was added which gave a total plant size of 114,000 square feet.

Fortunately, the plant was ready in time for the War Emergency and it operated at capacity through 1945. Products of this plant consisted of all of (1) the clutches for the Jeep as built by both Willys and Ford; (2) the clutches used by International Harvester Company in the manufacture of the famous M-5 Prime Mover which pulled the 155M Howitzer and (3) the majority of the clutch requirements of the Allis-Chalmers Manufacturing Company in the building of their track-laying tractors. In addition to that, the company had established itself as a source for clutches in the farm tractor field, the stationary engine field and in the crawler tractor field. The plant supplied a large percentage of the clutches used in farm tractors which were converted to industrial tractors for use at airports and various military purposes. The plant also produced stub axles and mountings for the Fruehauf Aircraft Searchlight Trailer.

Numerous additions had been made to the stamping, heat treat, and machining divisions so that the Auburn plant would be nearly self-sufficient in the production of its products.

Peak employment during the war period reached 625. Average employment in the four years after the war was 320.

In 1946 the Auburn Clutch Company supplied a sizeable percentage of the Chrysler Corporation clutch requirements.

In June, 1947, the Dana Corporation acquired all assets of Auburn Clutch Company and all patents which it held.

Management was under W. V. Thelander, who was general manager from 1938 until 1950, at which time he was moved to Toledo to join the Dana Corporation staff.

Since then it has become the clutch producing plant of the Dana organization, including the Auburn line, the Brown-Lipe line and the Monmouth line of replacement driven plates. In addition to original equipment, a complete line of replacement clutch cover and driven plate assemblies is manufactured for the company's service outlets. The Monmouth line covers most passenger cars and is sold through N.A.P.A. and other service parts organizations.

In 1949 a program aimed at placing as much as practicable of the corporation's stamping business at Auburn was inaugurated. Successful competition with outside vendors has resulted in a large quantity of stampings being produced for the Toledo, Fort Wayne, Marion, and Pottstown Divisions. These included such items as spring seats, gear carrier covers, bearing retainers, bearing race stampings, lock straps, center bearing mounts, slingers, washers, etc.

Among miscellaneous products of this plant for customers were: Bumper bar assemblies, heater adapter assemblies, and heater yoke assemblies for Chevrolet; release yoke assemblies for J. I. Case; and torus hubs were produced for G.M.C. — Oldsmobile due to a fire at the Hydramatic plant.

Recent years have brought increased customer demand and a change in the clutch market from the predominately light automotive field to a diversified field of heavy duty vehicles such as trucks and farm equipment. This in turn made it necessary to modernize and expand the original Auburn plant. In the spring and summer of 1960 work was begun on an 18,000 square foot addition. This space was used to house a new area for the Mechanical Division and Shipping Department. During the winter of 1964-1965, the Auburn Plant was expanded by a total of 4,600 square feet which was used for a new heat treat section and employment entrance. In the spring of 1966 another expansion of 44,200 square feet was made.

While all of the external changes were being made, internal changes were also taking place. In 1964, an apprenticeship program in the tool and die trade was introduced in the Auburn Plant. This program consisted of both training in the shop and outside schooling and was coordinated with federal and state government requirements. This made it possible for a man to receive a journeyman's card in the tool and die trade at the completion of his apprenticeship.

In November of 1966 the Auburn Plant became a part of the Clutch and Marine Division. Just one month later the second product line of the Auburn Plant, the Marine Outdrive used to propel boats requiring 80 to 300 H.P. power plants, was added. In December of 1967 the third product line, Axles for personnel carriers, was added.

The Hydrastatic Axle is used in garden tractors, riding lawn mowers, fruit grove pickers, power hod carriers, and even powered wheel chairs and is rated for 14 horsepower.

The Model 12 Axle is used on golf carts and industrial personnel carriers.

A new Hydrastatic Axle rated at 18 horsepower will be in production and available by November, 1969, which will be primarily used on larger garden tractors.

Mid-1968 saw "the first breakthrough in automotive and agricultural clutch design in a generation" when the Clutch & Marine Division introduced the angle link and angle spring clutches. These new clutches had two major features: (1) Up to 40 per cent cut in clutch pedal effort, and (2) ability to retain like-new torque capacity through the wear-life of the clutch plate facing. This break-through helped make possible the expansion of the clutch line at Auburn with the addition of the Mack Truck Machine and Assembly line in March of 1969.

The installation of this clutch line along with the interest in the hydrastatic axles and inboard-outboard marine drives made necessary a 30 per cent increase in the building area. Construction on this addition of approximately 73,000 square feet which will basically house the marine drive and hydrastatic axle lines was begun in May, 1969. Completion is estimated in fall, 1969.

The Auburn Plant has come far since the days when W. V. Thelander was the first manager. When he was transferred to the Dana staff in Toledo, Von Kaufman, Walter Stebing, Richard Woodcock, Rene McPherson, O. L. Giauque, R. A. Gelpke, and A. L. Dyer later managed the plant. H. C. Lemper is the present Plant Manager.

The future looks bright for the Auburn plant as it takes its part in Dana Corporation—"world's largest independent supplier of transportation components."

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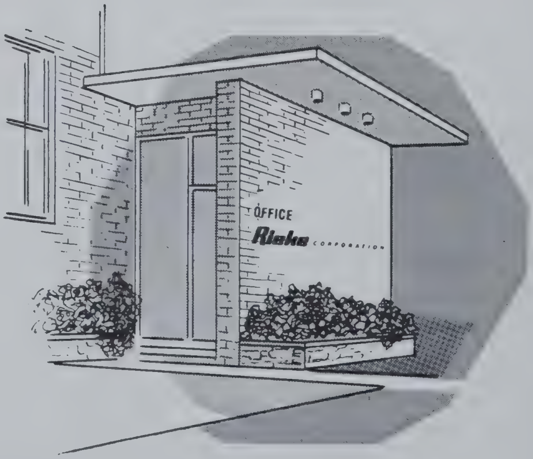
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Your Requirements Are Our Tools for Design

AUBURN-DILLINGER ARSENAL

By John Martin Smith

The State of Indiana, indeed the whole Midwest, was in a state of panic and confusion. People were indignant. Police were frantic. Bankers were horrified. Insurance companies were posting bigger rewards.

John Dillinger and Company were on the loose!

Dillinger had been released from the Indiana State Prison on May 22, 1933, after serving eight and one-half years of a two to fourteen year sentence for assault with intent to rob. Before pleading guilty to this charge, he had not been in serious trouble. He began serving his sentence at the Indiana State Reformatory at Pendleton but later requested and was granted a transfer to the Indiana State Prison at Michigan City. Dillinger's reason for the transfer was so he could play on the prison's outstanding baseball team. Although he never played baseball after going to Michigan City, he apparently learned the ropes of the "big time criminal" and made many contacts.

John Dillinger wasted little time in reinitiating his criminal career after returning to his father's farm near Mooresville (not to be confused with the town of Moore in DeKalb County). Less than two weeks later he and William Shaw robbed an all-night grocery store in Indianapolis.

His Michigan City friends had given him a marked Indiana map showing a number of holdup prospects. At first the map did not seem to be too promising. Two of the Indianapolis banks shown were out of business due to the Depression. Dillinger and Shaw next tried a factory payroll job near Monticello but returned empty handed when they got their signals crossed and were unable to complete it.

They later robbed a fruit market in Indianapolis. Dillinger then borrowed Shaw's car to go to Kentucky. He returned with a suitcase full of cash, having apparently robbed a bank.

Tasting success, Dillinger became more bold and continued hitting small town banks. Everywhere he went he contacted ex-convict friends and began forming a gang.

On August 14, 1933, Dillinger and four other men in a large green sedan carrying muddy Indiana license plates robbed the Citizens National Bank at Bluffton, Ohio. Dillinger in his characteristic **modus operandi** vaulted over the bank's grillwork and began gathering cash into a paper sack. The gang left with $2,100.00 — machine gun protruding from the rear window and spreading roofing nails behind them — both Dillinger trademarks.

Dillinger then headed for Chicago where he had moved his headquarters. He was soon attracted to Dayton, Ohio, however, to visit a girlfriend. Police had suspected that he would come to Dayton to visit her and were watching her

Continued on Page 31

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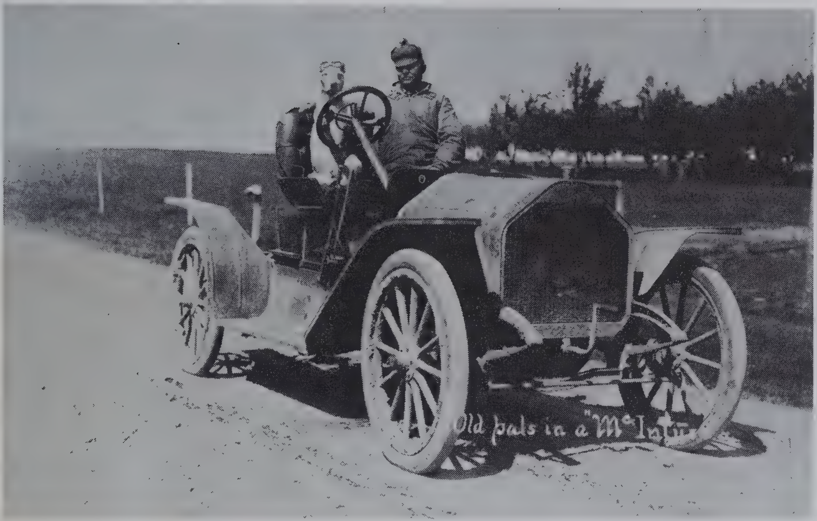
Old pals in a "McIntyre"

Charlie Wyatt test driving 1912 Model McIntyre. The dog in the goggles was named "Old Bill." Could this be Snoopy's grandfather?

wagons, open and covered delivery wagons, etc." Soon sales branches were listed in such varied locations as on Broadway in Manhattan, in Kansas City and Minneapolis, and in Orillia, Canada. The McIntyre was indeed a success and had secured its share of the expanding automobile market!

In the summer of 1909 the company staged a demonstration to show the speed and dependability of its automobile. W. H. McIntyre's son, Harry McIntyre, who had just graduated from high school drove a McIntyre Autobuggy from Auburn to Fort Wayne in just forty minutes, a distance of about twenty miles. The average "speed" would have been about thirty miles per hour. Such a speed is rather amazing considering the dirt roads and the high-wheeled buggy type vehicle.

With the rapid development of automobile components and the improvement of roads, the popularity of the highwheeler was on the wane by 1910. W. H. McIntyre recognized the trend and promptly diversified to the standard pneumatic-tired vehicle. The 1910 model line included both highwheeler and pneumatic-tired models, but the latter predominated. A few highwheeler commercial vehicles were retained through 1912 but were then dropped completely.

McIntyre offered a basic four cylinder pneumatic-tired car in a variety of body styles for 1911. Prices began at $1,350 and a 35 horsepower motor was standard. In 1912 the car was redesigned with a 26 horsepower motor and was offered only in standard touring, roadster, and Landaulet bodies. The touring model was priced at $1250. By 1913 the public was demanding bigger cars and engines so the company introduced a six-cylinder model

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MAYOR'S REPORT

In each issue of the Vanguard, we attempt to give the readers a story concerning some phase of our city's operation. Perhaps, very few local property owners realize that they are actually part owners of a large local business — namely, our Auburn City Utility.

In owning our own Utilities, we not only can supply electric power, water, and sewage at reasonable rates, but we can also supply our city with ample street lighting and other services that would normally be added to the tax rate.

I have asked our Utilities Supt. Mr. Clyde Leeke to give you some of the interesting facts regarding our utility operations.

WATER WORKS

The City of Auburn Electric and Water Department was started in 1897 by the then known Town of Auburn Board of Trustees: S. S. Potter, President, Milo Husselman, Clerk.

The Water Works Election was held October 13, 1897. Votes cast 479 — 430 for Water Works, 49 against. December 20, 1897, the Auburn Water Works purchased 13 acres of land from the Farmers' State Bank for the purpose of water plant and wells. June 20, 1898, the Auburn Water Works contracted with William Harmon of Tiffin, Ohio, for one or more 10-inch wells at $3.00 per foot; wells to be not less than 75 feet or more than 500 feet in depth. February 8, 1898, the Water Works was authorized to issue first mortgage bonds not to exceed $35,000 at 6½ per cent semi-annual interest, and secure said bonds on water plant and system for the construction of lines, pumping equipment, fire hydrants, and building. Bonds were sold December 16, 1898. The plant was completed during the year 1898. During the years to follow water lines were placed where in need as the town expanded from the revenue of the Water Works.

In 1946 a 500,000 gallon elevated tank and water line extensions were installed for the total cost of $103,429.44. This sum was paid for from funds borrowed from the electric utility.

In 1961 new iron and odor removal contracts let for a total cost of $216,959.94. This price included new building, iron removal filters, three 1100 gallon per minute pumps, aerator, 6 new well pumps with capacity of 460 to 780 gallons per minute. This was paid for from money transferred from Electric Utility funds to the City and paid for by the City at no cost to the Water Department.

At the present time we are pumping approximately 2,600,000 gallons per day iron free water. The new plant capacity is capable of producing 4,000,000 gallons per day. Total Water Plant in service at the present time is valued at $763,100.89. Total number of customers now served is 2406.

In 1898 they started with 3 wells, 72 fire hydrants; at the present time there are 8 wells, 219 fire hydrants.

ELECTRIC DEPARTMENT

The Electric Department was started June 20, 1898, to furnish street lighting for 21 street lights. In operation was a 150 KW steam engine and generator to furnish power for pumping water and street lighting. At the present time we have transformation capability of 29,500 KW to serve the City of Auburn and surrounding territory. At the present time there are 661 street lights in service and 55 miles of electric line, poles, and transformers to serve about 3304 homes, commercial, and industrial customers.

SEWAGE TREATMENT PLANT

The Sewage Treatment Plant was built in 1939 at a cost of $190,881.30 with WPA labor. It consisted of primary and secondary treatment aeration equipment, 1 digestor, 6 drying beds, and all necessary pumping and pipeing equipment for the processing of 750,000 gallons per day. This plant was updated and rebuilt in 1967 to process 2,000,000 gallons per day. Two new primary settling tanks and 2 new final settling tanks, new pumping station, new chlorinator room and chlorination tanks, final affluent and liquid sludge pumping and pipeing were added along with new sewers and old ones that were replaced at a cost of $2,696,913. $2,285,000 was obtained from the sale of revenue bonds. The balance of $411,913 was a federal grant.

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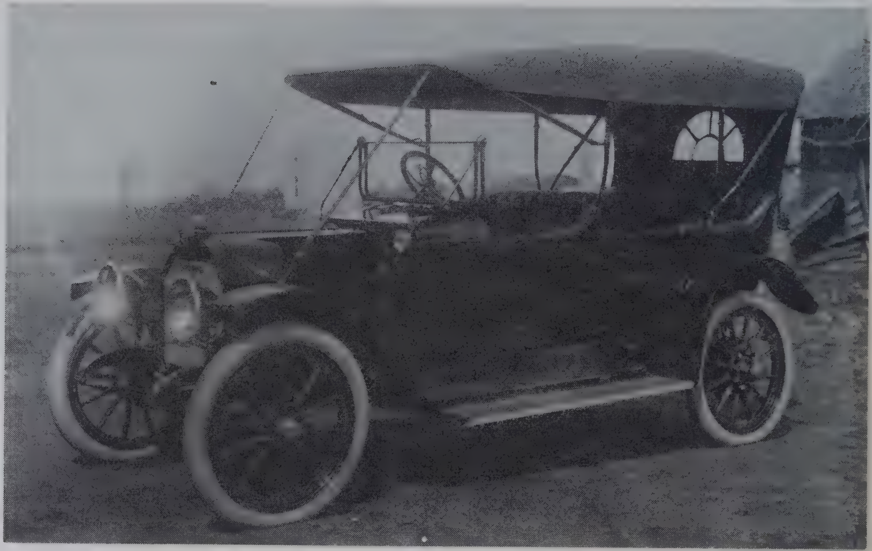
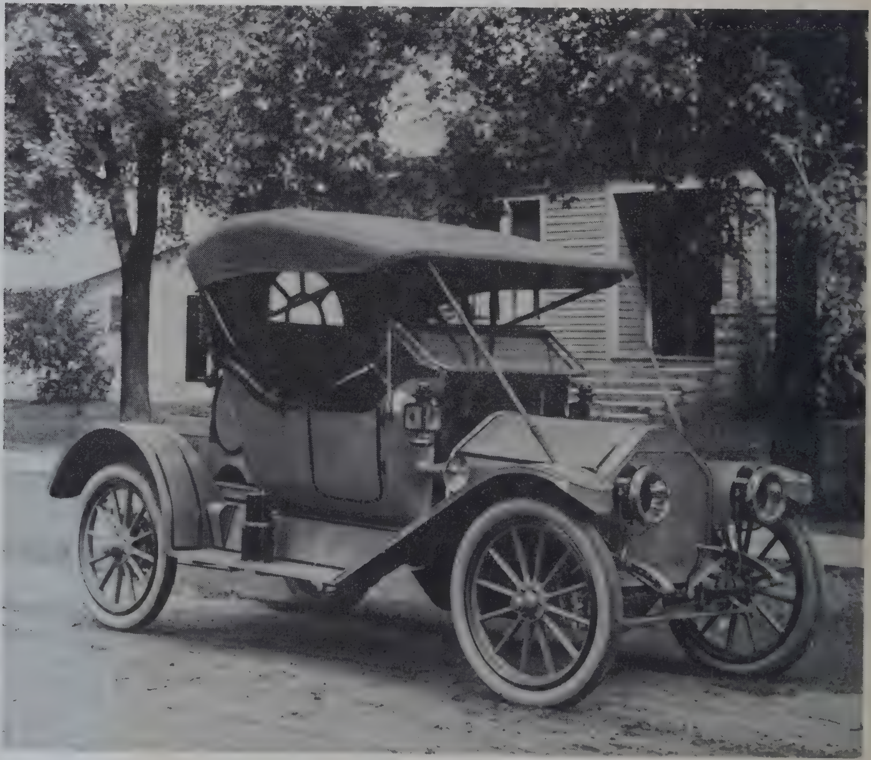
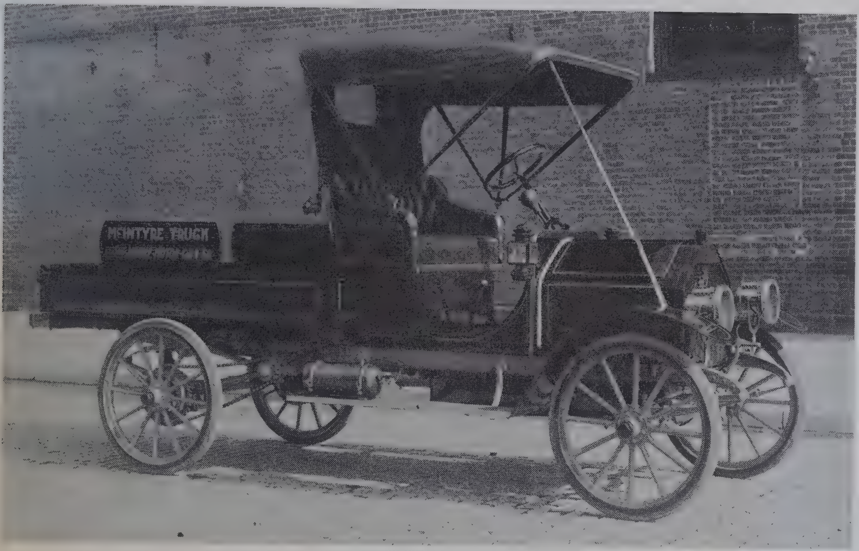


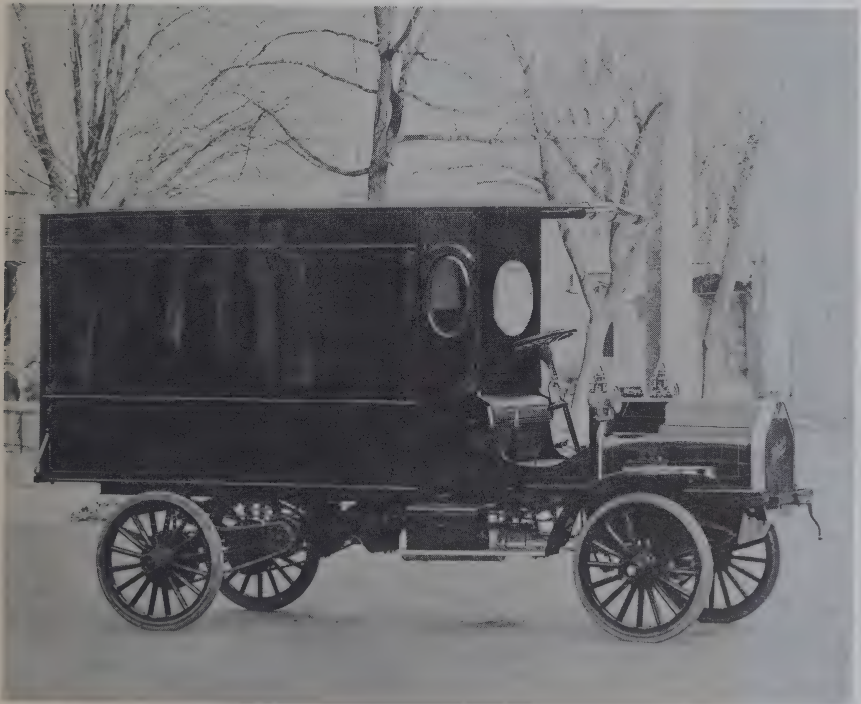
1914 McIntyre 6-40 Limited. A truly handsome automobile! Note the fancy back window and white tires.



McIntyre Roadster. About 1912. Picture was taken on West Seventh Street, Auburn.



McIntyre three-fourth ton pickup truck.



McIntyre Panel or Delivery Truck. The present DeKalb County Courthouse, probably then under construction, can be seen in the background to the left. The jail which stood on the Square until 1918 can be seen in the background to the right.

Continued on Page 33

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is $3,132.00 per year.

We as Commissioners meet each January 1 according to state law and elect officers and make all County appointments, i.e.: County Highway Superintendent, assistant and secretary; Manager of County Home, and Secretary of the Drainage Board. We also determine the hours the Court House will be open and the days during the year when it will be closed.

Your Commissioners are responsible for the maintenance of all County highways, including payment of salaries, wages and supplies, purchasing equipment, and planning the year-to-year improvement programs. We would like to emphasize to the people of DeKalb County that **not one cent** for County Highway maintenance comes from County property taxes. All Highway monies are received from the State of Indiana gasoline tax which amounts to approximately $500,000 yearly. From these funds we maintain 750 miles of roads, pay all personnel, buy all equipment, and make all improvements to County Roads.

Each year we are required to attend Purdue Road School for four days to inform us of the progress made and new laws which have gone into effect the past year.

We serve the people of DeKalb County on Monday of each week as County Commissioners and each Tuesday as the County Drainage Board in charge of 1,150 miles of drains with approximately 400 different drains in the County. We are responsible for setting a maintenance fund on each drain for the purpose of keeping the brush cut and making minor repairs.

We are also the County Board of Finance, and in that capacity we determine what percentage of the County tax monies shall be deposited in the different banks of the County in proportion to the banks' assets. This money totals about $8,000,000 per year.

Your Commissioners appoint and control the County Plan Commission which is in charge of the orderly growth of DeKalb County.

To move on to some of the programs projected for the future, we propose to have four sanitary landfills centrally located to serve County needs. According to state law, by January 1, 1971, an open dump in the County is illegal.

Concerning junk yards, we have plans in the future for a crusher, and to ship all junk cars to different steel mills for processing.

County Park Boards will become a reality soon for the recreation of citizens of our County.

Air pollution will be added to the County duties as well. The County Health Board will be in control of pollution of our streams.

The Mental Health program moves rapidly ahead due to an understanding between the Commissioners and the County Council. Each year $10,000 is appropriated for mentally disturbed people to use the finest facilities of Oaklawn Mental Health Center in Elkhart, Indiana.

The County Sheriff's office is now maintained on a 24-hour-a-day basis and will possibly be hooked to a computer system in the near future for ready identification of motor vehicles.

A Civil Defense Director is on duty to handle any emergency which might occur.

A county dog pound is proposed to take care of stray dogs in the County.

We feel sure the veterans of DeKalb County will have a service officer soon to handle their affairs.

Different facilities have been purchased for the County Highway Department; it will soon be moving from the Auburn Junction area which we feel will help enhance property values in this area.

The old bridge across Cedar Creek at 19th Street in Auburn will be replaced from accumulative bridge funds to which the taxpayers of Auburn have contributed approximately $90,000 during the past.

A new 16-gauge copper roof is being installed on the County Court House which should last for many years. The Court House is appraised at $4,000,000, and your Commissioners feel the new roof at $50,000 is not out of line. The previous roof was installed in 1913. The cost is being paid from the accumulative Building Fund of 2c per hundred taxation. This money has been accumulated so it will not become a tax burden.

Your DeKalb County Commissioners rank fourth in the amount of time spent on the job — Lake County, Allen County, and Marion County have full time commissioners to serve them. Some Counties meet only once a month on the first Monday to pay the bills of the County incurred during the past month.

Our County tax rate in 1969 was $1.43 compared with some City tax rates of $1.91 and some School tax rates of $6.21 per hundred. We as Commissioners feel proud that in 1969 we were able to lower the County tax rate 17c per hundred and still maintain all services required in the County.

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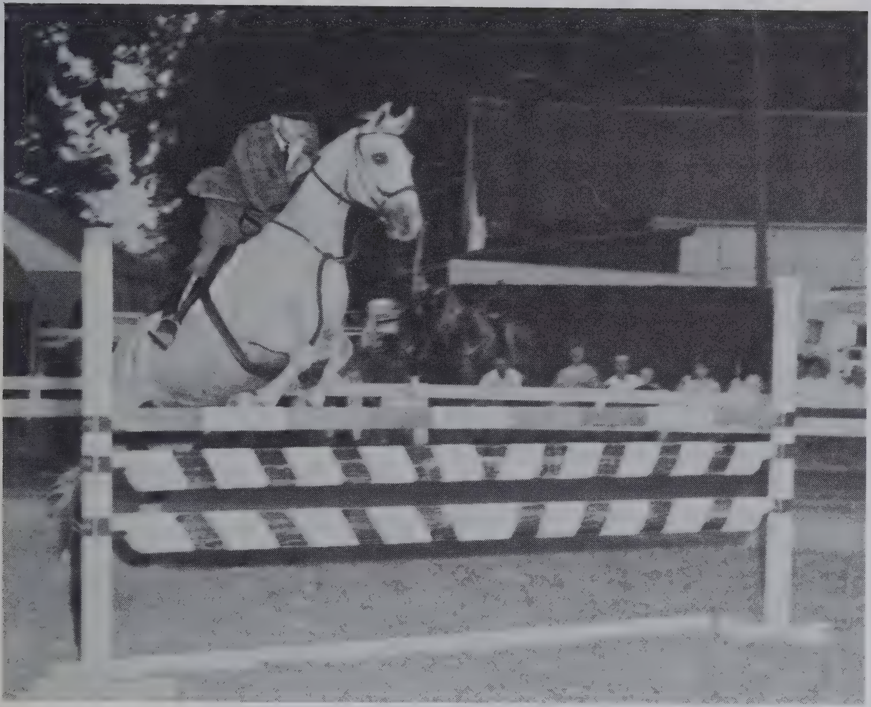

HORSES--an Auburn Tradition

by Hal G. Hoham

Twenty-three years ago a small group of equestrian enthusiasts held the first of Auburn's present uninterrupted series of horse shows. A show or two had been held prior to this in Madden's field; however, it was a privately sponsored activity which did not attract the current community interest of the Auburn Horse Show.

The interest in horses as a source of recreation rather than as a utility animal gained in popularity during the early 1940's; the horse population has continually increased to this very moment, and the quality of the animals has continued to improve. The graceful performances of the mounts in recent years is a far cry from the horses exhibited in yesteryears. The number of exhibitors and pride of ownership of a good, well-trained horse has brought the sport to the enviable position it now enjoys. Truly, horsemanship is a sport enjoyed by all — young and old, rich and those of more modest circumstances, men, women and children — all share in the pleasure of showing their own favorite horse.

The first Auburn Horse Show was held on a farm northwest of the City. The interest of the horsemen and the enthusiasm of the comparatively few spectators clearly indicated that an annual horse show in this community would become an annual event. The DeKalb County Fair Association recognized the interest in saddle horses in our County and at this time included a saddle horse department and a horse show along with its annual program to further create an interest in the sport of showing horses.

The second and third annual shows were held in William's Field on the ground now a part of Cooper Industrial Products. No permanent facilities were available. A show ring was loaned to the local show by the Knox Indiana Saddle Club, tents were rented, and the Plymouth Horseman's Association loaned the temporary stalls which were erected by local horsemen.

During this time the Bar-None Saddle Club, Inc. was organized, its purpose being to encourage the breeding, training, and exhibiting of horses and ponies. This club, with the encouragement and cooperation of the Fair Association, built and have maintained the present show ring and saddle horse barn on the DeKalb County Fairgrounds. This facility is used not only for the Auburn Horse Show, but also for the Fair and various 4-H Club activities. Shortly after organization the Bar-None Saddle Club built their present club house building; this club house is used as their meeting place and is also used by many civic groups, clubs, organizations and private parties.

The Auburn Horse Show these many years has been sponsored jointly by the Saddle Club and the Auburn Lions Club. The profits from this venture have remained in the community. The Saddle Club has done much to improve the Fairgrounds and promote other worthwhile community projects. In fact, this year they sponsored the purchase of a tractor and mowing equipment for the Fair Association The Lions Club's share of the profits has gone to many outstanding community betterment projects with which you are well acquainted.

Twenty years ago the Auburn show affiliated with the Indiana Saddle Horse Association. This affiliation has attracted horses and exhibitors from Indiana and many of our neighboring states and, yes, even our neighbor to the north, Canada. Spectators from great distances come to Auburn for this annual two-day activity. Many of our exhibitors have continuously shown here for over twenty years.

The 1969 presentation held August 2nd and 3rd, received the largest number of entries and spectators in the history of the Auburn Horse Show. This record turnout reflects the popularity of Auburn's show since there were five shows in Southern Indiana, one in Southern Michigan, and one in Northern Ohio, all competing with Auburn for entries.

Auburn can be justly proud of this annual event for it is one of the better horse shows in Indiana as well as being one of the largest. When talking of the better shows in the Midwest, Auburn is always mentioned.

house carefully. On September 22, 1933, he was seen entering the house and was peaceably arrested soon thereafter.

When arrested he was carrying a diagram of what Dayton Police thought might be the Indiana State prison. They theorized that the diagram had been prepared with a break in mind and contacted Indiana authorities accordingly. The Indiana State Police Superintendent professed amusement and replied, "You've been reading too many detective novels. He ain't that big. They couldn't get out of there if they tried."

Four days later, ten convicts escaped from the Indiana State Prison with guns which had been smuggled in at the direction of John Dillinger. Among them was "Handsome Harry" Pierpoint who was serving time for assault with intent to kill and bank robbery.

In the meantime Dillinger had pleaded guilty to the Bluffton robbery and was transferred to the Allen County, Ohio, jail at Lima. Later events indicated that the guilty plea was entered in the hopes of being transferred from Dayton to the less secure Lima jail.

Dillinger's friends were far from idle during the next several weeks. Their activities included two murders, several shootings, a $54,000.00 bank robbery, and a kidnapping. Their most pressing goal was to effect the release of Dillinger from the Lima jail, however.

October 11, 1933, was a routine day for Sheriff Sarber at the Lima jail. John Dillinger was his prisoner but he and the Sheriff had gotten along without incident. Two strange men had visited a Lima attorney earlier in the day requesting that he arrange a visit with Dillinger. He declined and telephoned his suspicions to the Sheriff. Sarber was unconcerned, though, and took no precautions.

At about 6:25 p.m. six men rendezvoused on the Courthouse steps. One got into a waiting car, two lingered on the street, and three went to the jail office. Sheriff Sarber was sitting unarmed at his desk. "Handsome Harry" Pierpoint said they were prison officers from Michigan City and wished to question Dillinger. The Sheriff, still friendly and polite, routinely requested their credentials. Pierpoint's face tightened as he whipped a .38 revolver from beneath his coat. "These are our credentials," he said harshly. Sarber protested, "Oh, you can't do that!" Pierpoint fired twice and struck a femoral artery. Mrs. Sarber rushed in from the living quarters and begged the trio to stop. One of the others struck the Sheriff with the butt of a pistol and Pierpoint shot him twice more stopping only when Mrs. Sarber promised to get the keys.

Dillinger was soon released and the gang sped out of town. The escape and brutal murder incensed law enforcement officials and the citizens of Indiana and Ohio. Many communities acquired additional weapons and deputized citizens.

Auburn Police Chief Charles Davis announced that his Department was prepared and had a more

Continued on Page 41

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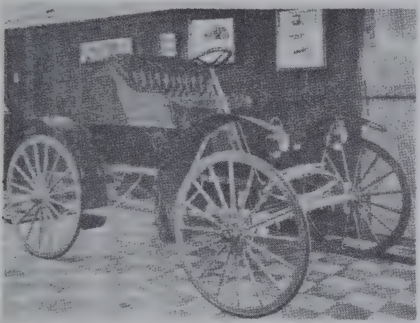
This 1906 McIntyre Highwheeler is for sale by an Eastern antique automobile dealer for $3,000.00. The car is completely restored, entirely original, and described as being in "museum condition." Any interested person should contact the Editor for further information.



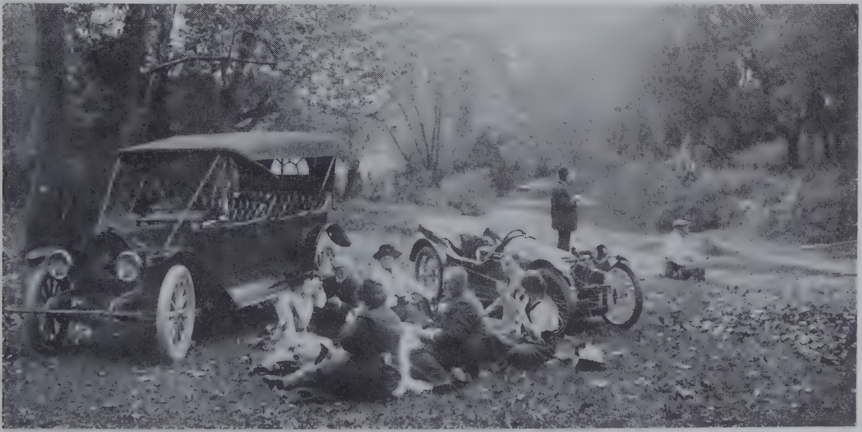
which sold for $1,485 with a touring body.

The 1913 model was continued for two years with minor variations and model designations. It was variously designated as the "Model Leader" six, "Model Limited," "Model 6-40 Limited," and "Model 6-40 Hoosier." The Model 6-40 Hoosier featured left-hand steering and a one-man top.

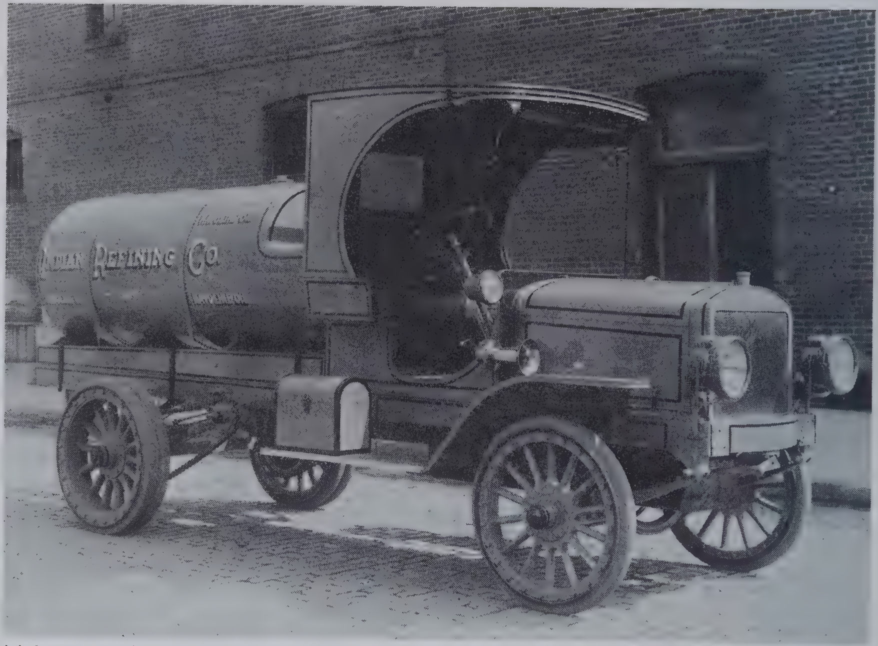
For 1915 a new four cylinder "Model 25" was introduced. It utilized a Golden, Belknap & Swartz stock motor, a wet plate clutch, and a rear mounted three-speed transmission. The car was offered in a five-passenger touring model with a sloping hood, a long V-shaped radiator, a 106 inch wheelbase chassis, and cantilever springing in the rear. It was claimed to be the "best appearing job which has up to this time been marketed by the company."

While manufacturing a varied line of passenger cars the company also built a complete line of trucks and commercial vehicles. During the latter years of the company's existence it probably sold more trucks than cars.

Virtually every size and type of truck was built by McIntyre. Three-fourth, one, one and one-half, two, three, and five ton trucks were



McIntyre Family and Friends having picnic on Cedar Creek South of Auburn. Car at left is a 1914 McIntyre 6-40 Limited. Car at right is a 1914 IMP Cycle car also manufactured by W. H. McIntyre Company. W. H. McIntyre is holding fishing pole. Harry C. McIntyre is nearest IMP.



McIntyre Tank Truck with Indian Refining Company markings. The picture was taken at Plant Number Five. This could have been the truck used by the Johnson Oil Company when it began operating in Auburn. The Indian Refining Company was the predecessor to the Texaco Company. Note the solid rubber tires and chain drive.

offered. Every conceivable body style was available including pick-up, stake, tank, panel, ice, furniture, etc. School bus and "sight-seeing" models were also offered.

The three-ton Model XXXV Truck was priced at $2,850, had a four cylinder 40-45 horsepower engine, weighed 5,300 pounds, and had a maximum speed of twelve miles per hour with a minimum speed of one and one-half miles per hour. It came equipped with "dash and tail lamps and set of tools."

During its prime the W. H. McIntyre Company was undoubtedly the largest of Auburn's several automobile companies. It occupied five separate buildings scattered throughout the town. The original Kiblinger buildings were located on the east side of Jackson Street between Seventh and Ninth Streets. The Gerig Building survives and was identical to the south building which was located at the present site of the Masonic Building. They were connected at the third floor level with a passage-way extending over Eighth Street. The five McIntyre plants were:

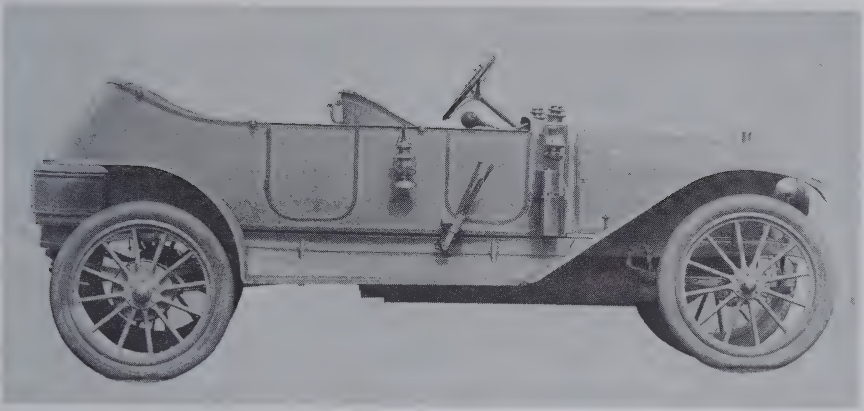
Number One: Masonic Building site, Eighth and Jackson Streets.

Number Two: Gerig Building, Seventh and Jackson Streets.

Number Three: Hoham Building, South Wayne Street.

Number Four: Bassett Building, Eleventh and Cedar (Southeast Corner).

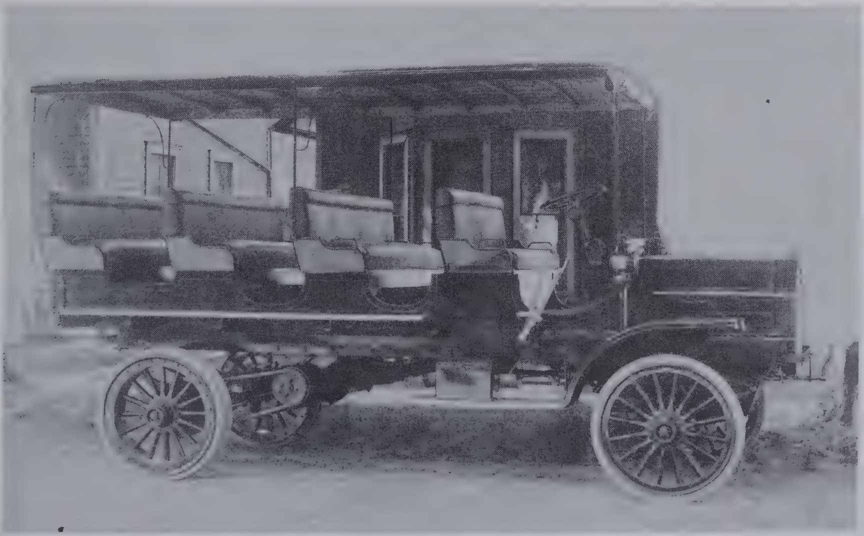
Number Five: Rieke Building, West Seventh Street.



"Sport" model McIntyre, about 1913. The car had a four cylinder forty horsepower engine with a 125 inch wheelbase. Tires were 36x3½. The base price was $1,850, with windshield, top, and side curtains, costing $125 extra.

The Number Five plant had been built by the Modern Buggy Company. After the failure of this company, W. H. McIntyre purchased the plant, including $13,000 worth of buggy parts and components, for a total of $25,000.

McIntyre employed hundreds of people during its existence. With so many plants located in Auburn, it was necessary to draw labor from surrounding counties. The author's grandfather, Walter D. Creager, was such an employee. He was from Columbia City and worked for McIntyre in Auburn during 1909-1910. He traveled between Columbia City and Auburn on the Interurban and roomed with local residents through the week.



McIntyre School Bus. Seats were added to a truck chassis to make a bus.

In 1914 the McIntyre Company began building the popular but short-lived Imp Cycle Car. This is a story in itself, however, and will be reserved for a future issue of Vanguard.

With the sudden decline in popularity of the Imp and the decline in sales of McIntyre cars and trucks, the company closed its doors in May, 1915. W. H. McIntyre's sons, John and Harry, continued in the automotive field. John McIntyre joined the Auburn Automobile Company and later designed the famed "Auburn Beauty-Six." Harry McIntyre established the Gladiator Manufacturing Company which made radiator cap temperature gauges for various automobiles. Both have been and are prominent Auburn citizens.

The W. H. McIntyre Company played an important role in the history of the automobile. In the course of seven years the company had covered the complete range of automotive manufacture — from all varieties of highwheelers to four and six cylinder standard automobiles, cycle cars, light commercial vehicles and trucks — with as much success as most small manufacturers of the era.

Acknowledgement is due to the following persons for information and pictures used in this article: John and Harry McIntyre, sons of W. H. McIntyre; William S. Jackson, Editor, Antique Automobile; Wallace Spencer Huffman, author of "Indiana-Built Automobiles," and Lucille Smith, Librarian, Eckhart Public Library.

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finally stepped in and told the officials to make the decision and let's "get this show on the road." The refs gave the ball to Warsaw, and it made the Auburn team so mad they beat the tar out of the luckless Warsaw team, 39-14. A Warsaw radio station sent an announcer to the game, and the poor guy had 45 minutes of absolutely dead air time. He probably still has nightmares about the plucky coach from Auburn.

TRACK GREATS

Zeke loves track. He produced some track greats in his years as coach of the track team.

When he came to Auburn, the school did not have a track field. Auburn residents could walk down Cedar Street in the morning's early hours and watch the boys run.

Every meet had to be scheduled as an away game, and the boys were transported by automobile by the coach, the principal, and the teachers. Under the circumstances, the boy's had to love what they were doing, and they had to have an enthusiastic coach.

One of Zeke's greats was Don Lash, state mile champion, Indiana University track man, seven times cross-country champ and world record holder in the two-mile. Lash was on the Olympic team in 1936. While in Auburn his best high school time for the one-mile run was 4:23.7.

Zeke talked about Denzil Myers, who put the shot in state competition in 1936, about Hunter and McClure in the 220, Dave Williams in the high jump and high hurdles, Harley Trovinger, sprinter, broad jumper and hurdler; of Carrol Honess, Howard Thimler, Clint Stebing, John Hines, and many other fine track men.

In track Zeke's Auburn teams won at Kokomo, at Goshen and the conference. He coached a number of conference teams in football and track.

Zeke coached basketball for 13 years. He called the 1932 team one of the best and said that Auburn won several sectional championships in the years that he coached.

When he came to Auburn in 1924, he coached four sports, then three, then gave up basketball, but in 1937 he remained football and tract mentor.

TEAM SPIRIT

Some of the boys were not the very best of athletes, Zeke recalled. He said, though, that those boys built up spirit and morale. He said some boys could perform better on the bench, but they played anyway because they instilled spirit in the teams on which they played.

The thought brought to mind the 1947 football team, one of the lightest he ever coached, but he said, "Oh — they could sting you."

Zeke and the boys had a rapport. He and John Hines, now an Auburn physician, used to wrestle at practice. John always accused Zeke of calling the match off when it was time to go to practice — always just before the student, in John's opinion, bested the master!

The story goes that once Zeke went to call at the home of an injured player to find out how he was. At the home were the hurt boy's grandfather and his little brother.

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When Zeke left the little boy said, "Grandpa, did you play for Mr. Young too?"

Retiring principal, Lloyd Miller, to whom I extend my thanks for much of the information given about Zeke's years with Auburn high, said, "The kids stayed with him. Kids always know when a man is sincere. He doesn't have to be soft to earn their respect and liking. They battled for him because they knew that he battled for them."

Mr. Miller said, "He never knew when to quit." He told of the time Zeke hollered "shoot it" and the basketball player did just that, sank the basket and threw the game into an overtime. Auburn won, 49-48, at North Side in 1936.

The two men worked together in the school system for 31 years and are close personal friends and were neighbors for many years. Mr. Miller helped Zeke with the freshman basketball team until he became principal.

BOUNCES BACK

The "Zeke Young spirit" didn't suffer any setback with his retirement from his career in 1960.

He has been plagued with a bone problem in the leg, probably hurt when he was officiating, and with a torn retina in the eye. He has submitted to surgery for both problems, but Zeke is still out there helping out with the local kids, cheering them on, evaluating their ability, and loving it.

He spends his time now, out of season, gardening at the lake where he and his lovely wife, Violet, own a cottage. He and Vi spend a lot of time at the lake in the summer. Zeke comes in to town frequently for board meetings of the Peoples Savings and Loan where he is on the Board of Directors. But he keeps his eye on the current teams. He can name the boys, cite the statistics, tell of the outstanding exploits.

The Youngs have no children of their own, but they probably get more wedding invitations, birth announcements for children and grandchildren, graduation invitations, news of families than most any other residents of Auburn.

It was a little sad to me to hear that the last of the youngsters Zeke personally coached graduated this year. But delightful to know that youngsters from here will play their football games and their track meets on the Zeke Young Memorial Field at DeKalb High School. Children, grandchildren and great-grandchildren will know his name and ask about his history. What an appropriate memorial!

I asked Zeke how he felt when he found out the field was named for him. He said, "I was stunned. It was the thrill of a lifetime." Then he chuckled, "I guess they had to name it something, though."

THE ATHLETES

Zeke speaks with pride of the boys he once coached. He points out that the athletes have become doctors, attorneys, ministers, engineers, businessmen, teachers, and coaches. He said, "Every one of those kids have developed into something useful. All have made good."

"I can't help but think," he said, "that with all this student unrest we have, if we were all so wrong, how did we manage to have youngsters who made it and made it good."

"I see that today's children are not satisfied. We have developed so many fine people, our schools must have done something right."

"None of us particularly like rules and regulations, but we know they are for our own good. Youngsters who haven't had the experience that older people have, don't always realize that we all need discipline."

And discipline, liberally salted with respect, liking, hard work, knowledge and good sense, produced good athletes who went on to the professions and the business world and men who were unafraid to carve their own niche in an imperfect world.

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than adequate arsenal of weapons, including a Thompson submachine gun and bullet-proof vests. Dillinger may have learned of the Chief's announcement and initiated future plans around it.

On Saturday, October 14, 1933, the Auburn Arsenal was wiped out without a shot being fired! The following Monday's edition of The Evening Star reported:

"A group of daring bandits, believed to have been led by Walter Deitrich, who was among ten prisoners at Michigan City who escaped recently, and Harry Copeland, a paroled convict, made a raid on the police station at the Auburn City Hall Saturday night, held up two officers and made away with about one thousand dollars worth of weapons and ammunition, including a machine gun.

"A wide search is underway for the desperadoes, but so far without avail.

"Two veteran members of the police force, Fred Krueger and Henry West, were the victims of the outlaws. They were threatened with guns in their ribs, but were not harmed. The hold-up required only a few minutes' time and the loot consisted of a Thompson machine gun, a common 38 calibre revolver, a 38 Smith and Wesson revolver, a 30 calibre Springfield Army rifle, a 401 Winchester automatic rifle, a 44-40 Winchester 16 shot rifle, a 45 calibre Colt's revolver, a 44 special Smith and Wesson revolver, a 25 Spanish automatic pistol, a 38 German Luger revolver, a large quantity of ammunition and three bullet proof vests.

"The police office is located in front of the building, which is situated at Ninth and Cedar Streets, opposite the Court House. In one corner of the room is a desk where Officer West was sitting when Officer Krueger entered at 11:20 o'clock carrying a sack of popcorn. Mr. Krueger sat down, his back towards the door. Immediately after two well dressed men about thirty years old strode into the room, each brandishing two revolvers, one in each hand.

"Walking up to Officer West, one of them said, "You might as well sit still. We don't want to kill anyone unless we have to. Have you got any guns?" Mr. Kruger stood up and answered "Yes," at the same time reaching towards his hip pocket. "Oh, no," said the bandit covering him, "I'll get it." Krueger dropped his hands to his side and the bandit reached into the officer's pocket and removed the revolver. Mr. West was forced to surrender the gun he was carrying in like manner. One of the bandits then commanded the officers to furnish a key to the gun cabinet located beside the desk. The officers started to demur, but with guns in close proximity to their ribs, Mr. West produced a key and unlocked the cabinet.

"Mr. Krueger in the meantime had glanced out the window in an effort to get a look at the bandits' automobile. He failed to see it, but one of the hoodlums thereupon ordered him to the opposite side of the room, with his face to the wall.

After removing a few of the guns from the cabinet, one of the bandits remarked, "Why not put these fellows into a cell and get rid of them?" Suiting the action to the word, the bandits forced Mr. Krueger to get a key to a cell from a desk and the officers were then marched to the cell, which is just in the rear of the office, and locked them up. In doing so, one of the bandits remarked to Mr. Krueger, "I have heard of you for thirty years."

"The outlaws were heard making two trips after their loot. The officers got a glance at a third man who was in the hallway evidently posted to handle any visitors to the City Hall. It is presumed the bandits' automobile was nearby. After they made their departure the officers called across Ninth Street to George Anderson. He hurried to the City Hall and got another key from the desk. He released the officers and an alarm was given, but no trace of the bandits could be found.

"The machine gun and vests were the property of the City and the 25 calibre pistol belonged to the Chief of Police Charles Davis, but the other weapons and most of the ammunition were owned by Officers West and Krueger.

"Sheriff John P. Hoff and Chief of Police Davis left the City Hall only a few minutes before the raid. As soon as they learned of the crime they spread the word to surrounding counties and to state police headquarters. It was deemed probable that not only Deitrick and Copeland were implicated, but also

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John Dillinger, who was freed from the Allen County jail in Lima, Ohio, last week after killing the Sheriff."

George Anderson, to whom reference is made in the story, ran a popular restaurant on East Ninth Street in the building now occupied by the Mettert Used Furniture Store.

It was reported that sometime after the weapon robbery, Auburn Mayor Warren Lige received a letter from Dillinger stating that he appreciated his bullet-proof vests but one of them had proved unsatisfactory — the guy wearing it had been killed in Hammond during a bank robbery.

The Dillinger gang continued to terrorize the Midwest. Police feared that they planned a wholesale attack on the Indiana State Prison with the Auburn Arsenal. This fear never materialized.

Police were always on his trail but found it difficult to apprehend him. An embryonic state police with less than sixty officers and without two-way radios was no match to the gang and its fast cars and well planned and well executed activities. Dillinger's bank robberies continued and his notoriety spread until he was finally shot on July 22, 1934, by police while he was leaving a Chicago theatre in the company of the "Lady in Red."

A search of his apartment after his death established that Dillinger was in fact one of the Auburn trio. Police found a map of DeKalb County showing the location of the Auburn City Hall, all DeKalb County banks, and proposed getaway routes.

UNDER NEW MANAGEMENT

"Not the business . . . just ME!"

WHAT IS AUBURN AUTOMOTIVE HERITAGE, INC.?

The Articles of Incorporation of this recently organized Not For Profit Corporation state that the purpose of the organization is:

> To discover, procure, and preserve whatever may relate to the history of the automotive industry in the City of Auburn and the County of DeKalb, Indiana.

Fifteen different automobiles have either been manufactured in or directly associated with the City of Auburn. There were probably proportionately more automobiles manufactured in Auburn than in any other American city. Auburn was once called "Little Detroit" and is now known as the "Home of the Classics."

It is hoped that Auburn Automotive Heritage, Inc. will be able to discover, preserve, and protect this aspect of our heritage. The extent to which this can be done is not presently known. It will depend upon the interest and generosity of the community. Undoubtedly the results will be minimal at first. The ultimate goal is a museum in which at least one each of Auburn's automobiles can be displayed and preserved for future generations.

Your contributions, large or small, will be appreciated. They may be mailed to Auburn Automotive Heritage, Post Office Box 168, Auburn, Indiana 46706.

This space donated by The Vanguard Publishing Co.

each carrying something and immediately I thought — guns! As they approached the house I called out, "May I help you?" No answer. A second time, "May I help you please?" as I quickly hooked the screen door and grabbed the inside door ready to slam it closed. No answer again, and as they came closer a third "May I help you" in a quivering voice finally received a reply. "Pardon me ma'am, but we was wonderin' if you would mind if we went fishin' down the river." "Oh not at all", my grateful voice replied, "go right ahead and fish all you want!" And off they went with their guns, I mean fishing poles, over their shoulders.

As dawn was breaking one morning I was about to doze off when I heard a different scratching sound coming from the kitchen area. I quietly tip-toed into the kitchen and now discovered the noise was coming from outside. I opened the inside door and there was a big red fox, jumping up on the screen door and sliding down. He took one look and fled, which confirmed my observation that I really am quite a sight in the morning!

Something I never did quite get used to was going down that path in the back of the house. It's a good thing I wasn't a pioneer. You know, come to think of it I wonder what kind Sigmund had. It does make a difference!

It's a wonderful sight to watch a storm come up the Ohio. After the "North Place" we had a little two room shack (with an outdoor) up on a grassy knoll. We could stand there and watch the billowy gray clouds blow closer and closer and then the rain would drive us inside and we would light a fire in the little pot belly stove. If we were lucky it wouldn't get too hot. Most generally the time for that to happen would be about 3 A.M., when a strange sight would be the two of us standing outside shivering while a roaring fire sent smoke curling out of the chimney. Oh for those good old days! I don't wish them back!

We were down for a visit last week. Things are about the same. Our little "house-house" is still there. The "North Place" does not seem quite as remote. After all, it has been fourteen years now since we lived there. Fourteen wonderful years in Indiana. Can a girl from Brooklyn find happiness in Indiana? Yes! Not a Hoosier by birth, but a Hoosier by choice. Who knows? Maybe they're the very best kind!

◆

HISTORICAL DIGEST

The Woods of St. Joseph

by REV. A. W. WIDNEY

Forests and streams of my childhood hours,
Home in the depths of the wildwood bowers,
Paths that were trod in my boyish days,
Curious, crooked, winding ways.
Scenes of the cabin, the clearing, the camp,
Life in the forest shade, sunless and damp,
Such is the picture we paint today,
Such are the scenes we would fain portray.
Men of those good old honest times,
Worthy a place in these simple rhymes,
Building their cabins and taming the soil,
Brawny and bronzed were these sons of toil,
Letting in sunlight wherever they came,
Laying foundation for fortune and fame.
Women, the mothers and wives of old,
Weave we their deeds in 'Cloth of Gold.'
Patient and prayerful they plodded along,
Weeping at times and then singing a song;
Gently they guided the stubborn will,
They have gone — but our mothers rule us still.
Boys in their blue drilling pantaloons,
Whistling their old-time rustic tunes,
Hunting the cows by the tingling bells,
Stinging their feet in the nettley dells,
Perpetually moving their hands and their jaws,
In fighting mosquitoe and eating black haws.
Rosy cheeked girls in their home-spun gowns,
Sweeter than belles of the cities and towns,
Dropping corn in the furrowed fields,
Gathering the fruits which the forest yields,
Plying the home-made hickory broom,
Or taking a turn at the old-time loom,
Baking a 'pone' on the broad clay hearth,
Half is not told of their real worth.

But that broad clay hearth has moldered away,
And her raven locks are thin and gray.
But, may I tell it, one winter night,
When the snow lay deep and the stars shone bright,
Our Nancy sat in a straight-backed chair,
And somebody's boy in another chair;
The fire burned low, he rose to go,
Murmuring, 'It's growing late you know.'
Then to his question she answered 'yea,'
And they wedded forty years ago today.
The river St. Joseph, untrammeled came down,
From the swales and swamps; it came leisurely down,
By the leaves and grasses discolored and brown;
On its banks there was neither clearing nor town,
But the settler came and the forest fell,
Little by little the great trees fell.
He was short of money but rich in trees,
And the lack of that was the fate of these.
He took a thirty-foot poplar log
And made him a thirty-foot pirogue,
And back and forth, again and again,
He rowed and he poled to famous Fort Wayne.
Poplar and walnut and cherry and ash
Fell by his ax with a roar and a crash,
And were drawn by the steers on the 'beautiful snow,'
To the bluffs of the river — the river St. Joe,
And were sold and rolled into the river St. Joe.
Poplar and walnut and cherry and ash
Were sold and rolled into his pocket as cash.
Meanwhile did the boys and the girls of St. Joe
Go forth to the forest with digger and hoe,
And gather the ginseng, the yellow puccoon,
And the bleeding roots of the red puccoon.
Thus they laid the foundation of thrift and wealth,
Not neglecting the simples that minister health.
Ah, we shook with the 'agur,' I tell you we shook;
And the bitters were made, and the bitters we took.
There was prickly ash berries, cohosh and snake roots,
And that which gives modern men 'snakes in the boots,'
And a villainous jug with a stopper of cob
That gives out its contents with a gurgle and sob.
It was fire, it was gall, oh, the horrible stuff,
But we took it and lived, and I think that enough.
I have joined the Good Templars and rinsed out my mouth
In the cleanest of springs in the North and the South.

But I cannot forget it, the gurgle and sob,
Of that infamous jug with its stopper of cob.
But I mind me today of early schools,
With rigid masters and iron rules.
The low, log school house with puncheon floor,
Its cob and clay chimney and clapboard door;
Its teetering benches and sloping shelf
Where this trembling had learned to bend itself
To the marks and pot-hooks and curious art,
And the copies that spoke through the eye to the heart.
Ah, the cork inkstand and the gray goose quill,
And the maple-bark ink, I can see them still;
I can feel my awkward kunckles snap
'Neath the tutoring touch of the ferule's rap.
I seem to be writing with tongue and pen,
The same old words that were written then;
I seem to stand as a boy once more,
Inside the open clapboard door;
I see the forms as I saw them then,
They are girls and boys, not women and men.
I hear their well-known voices shout
When the day is past and school is out.
I feel the touch of the 'tick a tag,'
I hear the merry victor's brag,
I am boy again for I breathe the air
Of my boyhood's home, and from everywhere
I gather in with a happy song
The bits of my boyhood I've scattered along.
I have come again as a boy to find
The boys and girls that I left behind.
We've had our share of the bitter fare,
With flecks of sunshine here and there.
So thanking God for this festal day,
And chasing all cankering care away,
Let us drink a toast — in sassafras tea —
To the pioneer of thirty-three:
Here's to brave John Houlton's memory.

Note: The Woods of St. Joseph was delivered by the author to a meeting of the Pioneers' Association of DeKalb County, Indiana, at St. Joe on June 21, 1883, *the occasion being the Fiftieth Anniversary of the settlement of DeKalb County by John Houlton.*
From: 1885 *History of DeKalb County, pp.* 442-44

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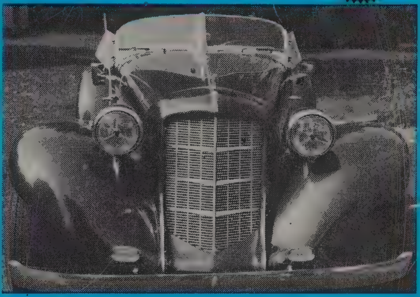
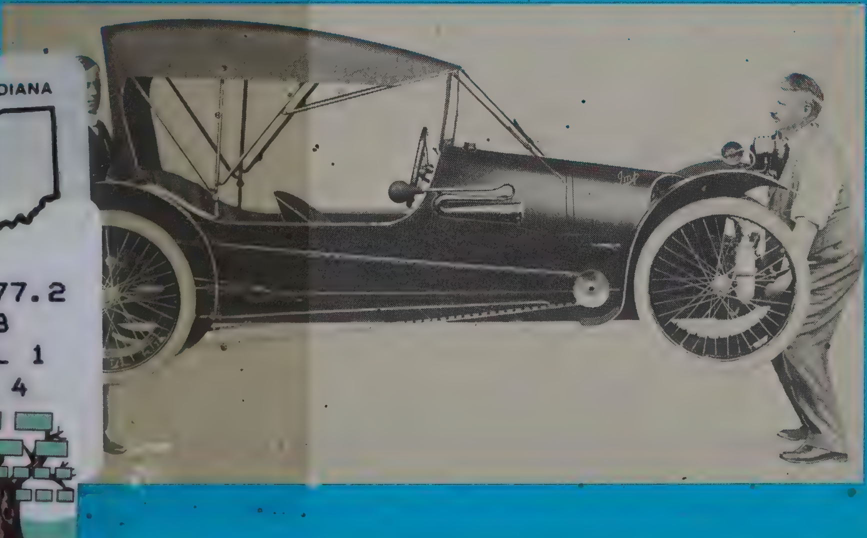
Courtesy of The News Sentinel





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AUBURN DEKALB
VANGUARD

DECEMBER, 1969
VOLUME I NUMBER 4
A Vanguard Publication

MAILING ADDRESS P.O. BOX 347
AUBURN, IND. 46706

3 **Imp—America's First Compact Car**
Price: $375; Weight: 600 pounds; Mileage: 50 miles per gallon. Another article in the series of stories about Auburn-built automobiles.

13 **Cooper Industrial Products, Inc.**
This progressive Auburn firm makes over 3,000 items for American industry.

17 **The Rieke Corporation**
From an idea to an international corporation.

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The poignant story of a thoughtful man.

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The genius and determination of one man are again putting the Auburn and Cord name on the road.

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Indian Mounds and Armistice Day, 1918, in Butler.

J. EDGAR LONG
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M. R. GRUETER
photography

others

COVER: A collage of Auburniana. Clockwise: Auburn's own Santa; an Imp on two invisible barrels; a rum runner; and a 1969 Auburn Speedster.

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DANA

DANA CORPORATION
CLUTCH & MARINE DIVISION
Auburn, Indiana

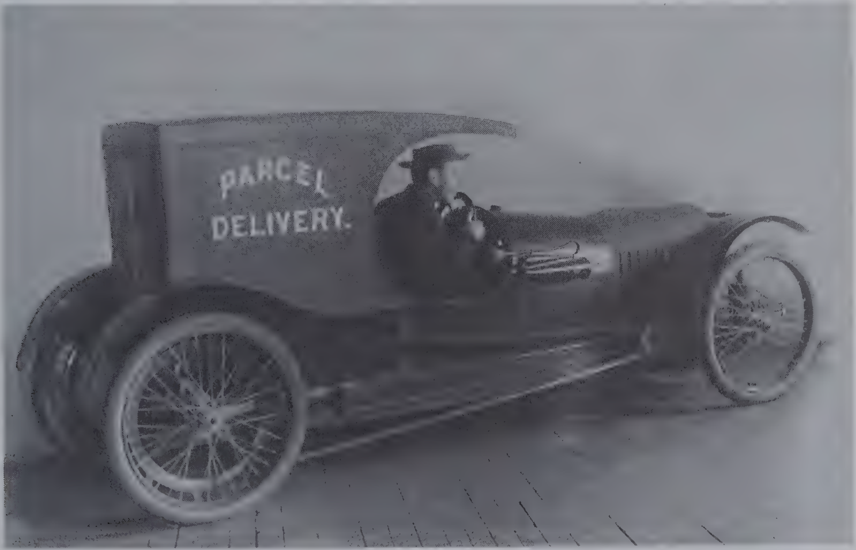
EDITOR'S NOTE: This article is the third in a series about the various automobiles manufactured in Auburn. More material is needed pertaining to these automobiles and the companies which manufactured them. Readers having pictures or any information are requested to contact JOHN MARTIN SMITH, 110 West Eighth Street, Auburn, Indiana. Good sources of information are advertisements in newspapers, city and county directories, high school annuals, and other publications; catalogs; personal snapshots; operators' manuals, etc. Auburn-made cars are believed to include Auburn, Cord, McIntyre, deSoto, IMP, Model, DeKalb, McDowell, Kiblinger, Handy Wagon, Zimmerman, Eckhart, Nyberg, and Union. Credit will be given to the donors of materials which are used.

IMP
AMERICA'S FIRST COMPACT CAR

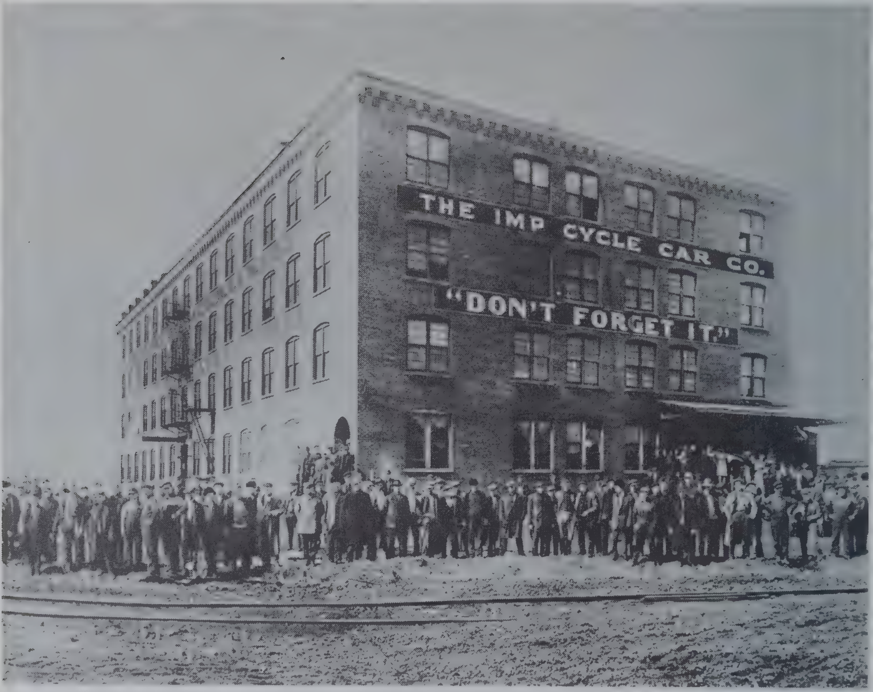
By John Martin Smith

In its day, the Imp was probably the most successful of all the cars manufactured in Auburn, Indiana. During 1914 six thousand Imps were built in Auburn and sold throughout the world.

The Imp was no ordinary car. With its 100 inch wheelbase, 36 inch tread, and tandem seats, it would now be called a "compact." It was



Parcel Delivery Imp. Vehicle pictured appears to be either incomplete or a mock-up. It has no headlight, the hood is not painted, and it has a different type of belt than shown in the other photographs. Note independent front suspension.


THE IMP CYCLE CAR CO.
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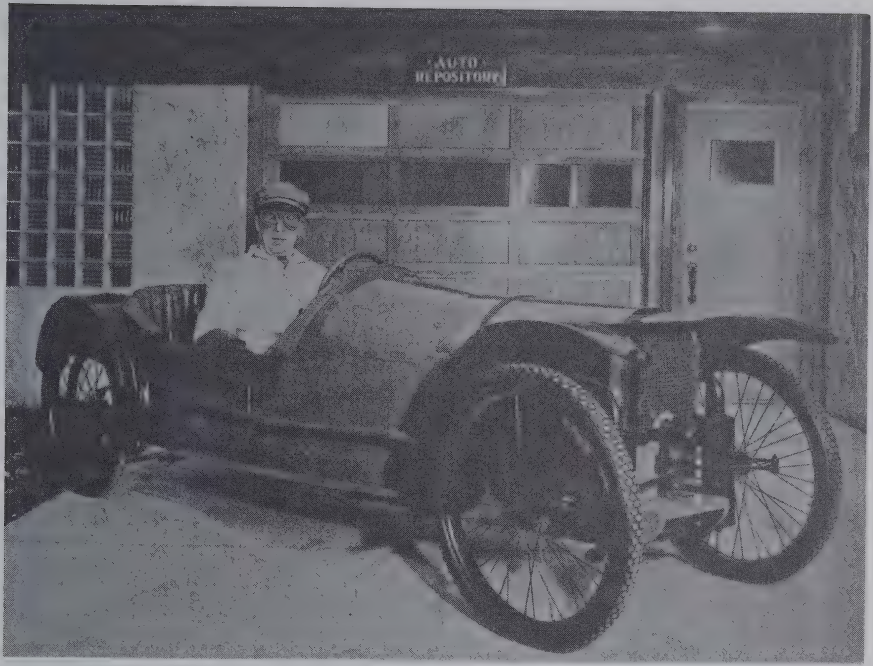
STOCK ROOM CORNER



Imp formerly owned by F. R. Clouse Auto Repository, Auburn. Mr. Clouse is shown at the wheel.

then called a "cyclecar."

The March, 1914, issue of **Cyclecar and Motorette** defined a cyclecar as "a motor car designed and constructed along motorcycle lines as to simplicity of its transmission, its lightness, limited horsepower, etc., but distinguished from a motorcycle in that it has more than two wheels. Unlike a motorcycle in that it has passenger accommodations for two or more, and like a car in that

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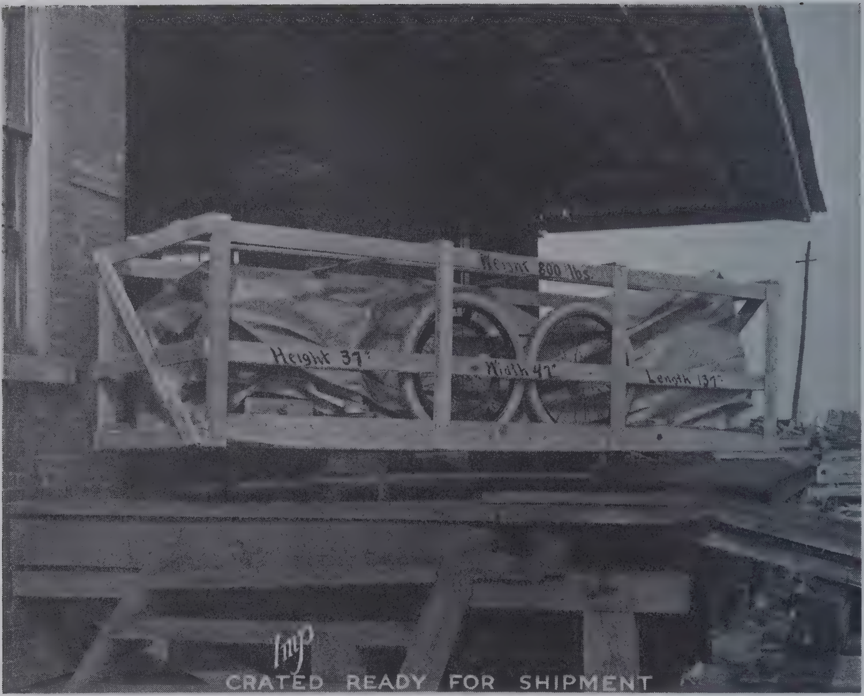

Weight 800 lbs.
Height 37"
Width 47"
Length 137"
Imp
CRATED READY FOR SHIPMENT

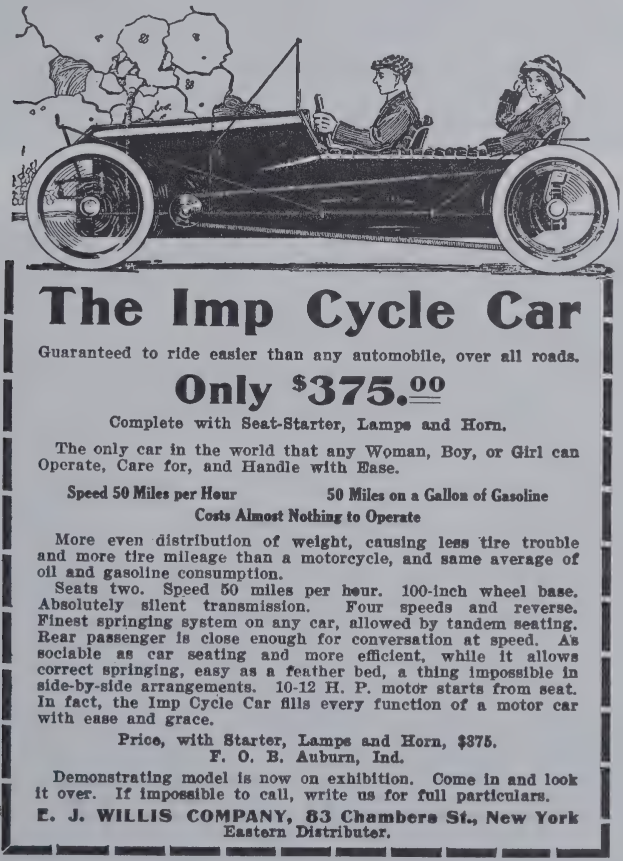
Imp
[illegible] END OF PARTIALLY LOADED FREIGHT CAR

it has more than two wheels. More specifically, a motor-driven four-wheeler with either narrow tread, simple transmission, low horsepower, light weight, or two, three or all of these characteristics."

Cyclecars were first produced in Europe in 1909 and had become very popular there by 1912. In 1913 production began in the United States.

The W. H. McIntyre Company was one of the first American cyclecar manufacturers with its Imp. The company had experienced sales declines with its McIntyre automobile and sought something new for the market. The Imp was the answer. It became very successful and gave the company new growth.

The Imp was first introduced in November, 1913. It was truly a compact economy car. It weighed only 600 pounds, cost only $375, and got fifty miles per gallon. It had wour speeds forward, plus reverse. The V-2 engine produced 10-12 horsepower and enabled the car to attain fifty miles per hour. Features included lamps, horn, and a "seat-starter." (Not to be confused with a "self-starter," a "seat-



The Imp Cycle Car

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Speed 50 Miles per Hour **50 Miles on a Gallon of Gasoline**

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More even distribution of weight, causing less tire trouble and more tire mileage than a motorcycle, and same average of oil and gasoline consumption.

Seats two. Speed 50 miles per hour. 100-inch wheel base. Absolutely silent transmission. Four speeds and reverse. Finest springing system on any car, allowed by tandem seating. Rear passenger is close enough for conversation at speed. As sociable as car seating and more efficient, while it allows correct springing, easy as a feather bed, a thing impossible in side-by-side arrangements. 10-12 H. P. motor starts from seat. In fact, the Imp Cycle Car fills every function of a motor car with ease and grace.

Price, with Starter, Lamps and Horn, $375.
F. O. B. Auburn, Ind.

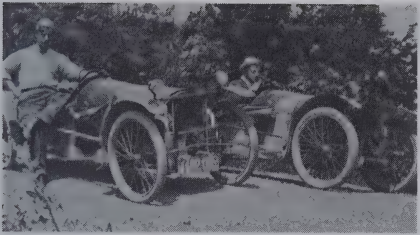
Demonstrating model is now on exhibition. Come in and look it over. If impossible to call, write us for full particulars.

E. J. WILLIS COMPANY, 83 Chambers St., New York
Eastern Distributer.

Advertisement from March, 1914, issue of Cyclecar and Motorette.

RECEIVING AND INSPECTIO

FINAL TEST AND WAITING CARS



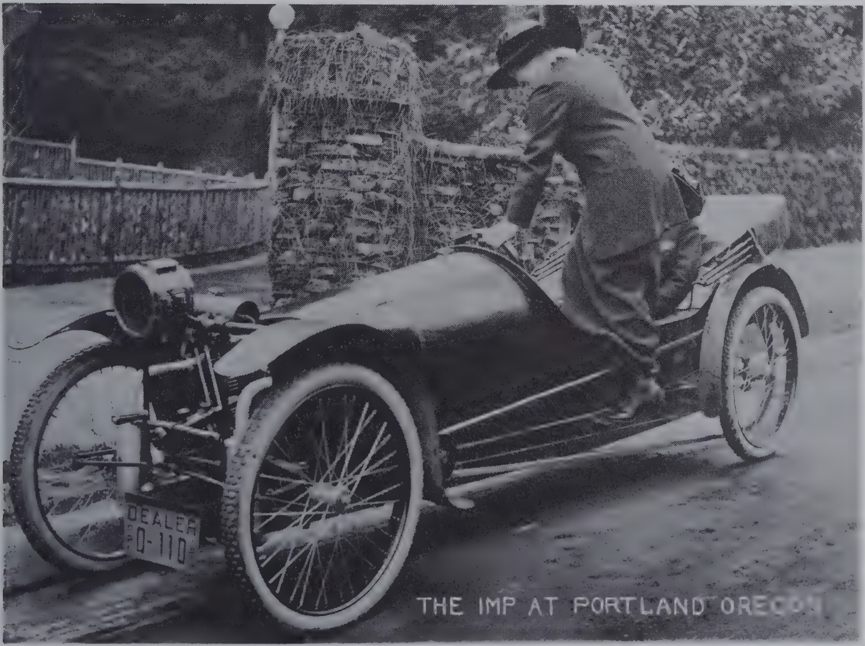
Harry McIntyre (left) and Winthrop Ketchum (right) on their way to 1914 Indianapolis 500 Mile Race in their Imps.

starter" was merely a retractable pull rope similar to today's lawnmower "starter".)

The Imp was offered in two models, a tandem-seated passenger car and a single-seated deliverry "truck." The latter sold for $395.

The W. H. McIntyre Company was one of the first in the industry in the United States and had no difficulty securing dealers, agents, and distributors throughout the United States, Canada, and many European countries. The Imp was an immediate sensation wherever it was introduced. The novel car drew large crowds and even caused traffic jams in several cities.

Harry McIntyre, son of W. H. McIntyre, was responsible for securing many of the dealers who sold the Imp. Crated demonstrators were shipped ahead. Harry followed, assembled the crated car, and then held a public demonstration. On the basis of the public enthusiasm generated, it was not difficult to obtain a dealer for the particular area. Harry then secured an order for a substantial number of cars plus


DEALER
0-110
THE IMP AT PORTLAND OREGON

A lady boarding an Imp. Note single headlight on early models.

SMALL VIEW OF SMITH SHOP

NISHING METAL BODIES

a substantial cash deposit on them. The dealer then began taking orders from the public for future delivery.

Mr. McIntyre particularly recalls demonstrating the Imp in Memphis, Tennessee, where the car drew such a large crowd on the main street of the city that it was impounded and removed by the police until the crowd could be dispersed. Many cars were sold in Minneapolis, Portland, Nashville, and Tulsa. In Tulsa, Indians with new-found oil wealth were attracted to the unusual cars. Harry recalls one Indian who attempted to drive his Imp away without prior instruction and hit a large pole within a block, totally demolishing the car.

Competition soon became keen. By 1914 fifty-five different cyclecars were being manufactured in the United States under such names as Cricket, Dudly Bug, Flyer, Gadabout, Hoosier Scout, Little Princess, Oh-We-Go, Ritz, Scout, and Zip. Prices ranged from $290 to $600.

Cyclecars became a craze. Newspapers carried news stories and pictures of the various cars as they were introduced. Production facilities could not keep up with demand. Manufacturers organized the American Cyclecar Manufacturers' Association with W. H. McIntyre as its first president. The industry had its own publication, **Cyclecar and Motorette.** Cyclecar Clubs were organized throughout the country.

continued on page 49

The Imp was low enough to slip under a barbed wire fence, with just a little stretching! Harry McIntyre is driving.

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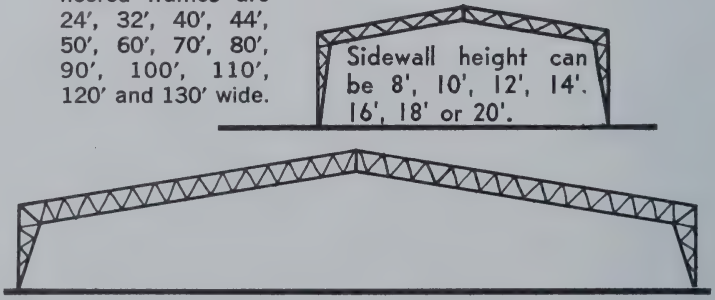

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Cooper Industrial Products, Inc., Thriving In Auburn

In 1960 the Cooper Tire & Rubber Company decided to do something about its industrial products division

The division had been with the company for a long time, making a wide assortment of industrial rubber products in one section of the tire plant in Findlay, Ohio. It was in that year that the "hard rubber department" was moved to Auburn, Indiana, into a factory formerly housing the Auburn Rubber Company.

Now Cooper Industrial Products, a wholly-owned subsidiary of the Cooper Tire & Rubber Company, had to stand on its own two corporate feet.

And stand it did!

And grew, too!

Cooper Industrial quickly expanded to fill out facilities which had at first seemed much too large. In fact, in just three years Cooper Industrial outgrew its original facilities. Additional storage, manufacturing and office space have since been added to the old Auburn Rub-

Part of the office personnel at the Cooper Industrial Products plant in Auburn, Indiana moved on August 8 into the new office building complex located directly across the street from the main plant. The entire sales staff and some executive personnel were relocated on the first floor of the two-story structure. A total of 4,800 sq. ft. of office space is available in the new building and additional personnel will move into the facility in the next several months.

DOCK BUMPERS — The dock bumpers shown here are one of the few proprietary items manufactured by Cooper Industrial Products, Inc., Auburn, Indiana.

EXHAUST HOSE — Hose, such as the type shown here, is just one of the many products produced in the Auburn plant of Cooper Industrial Products, Inc.

ber building. Much modernization has been accomplished in manufacturing equipment and techniques.

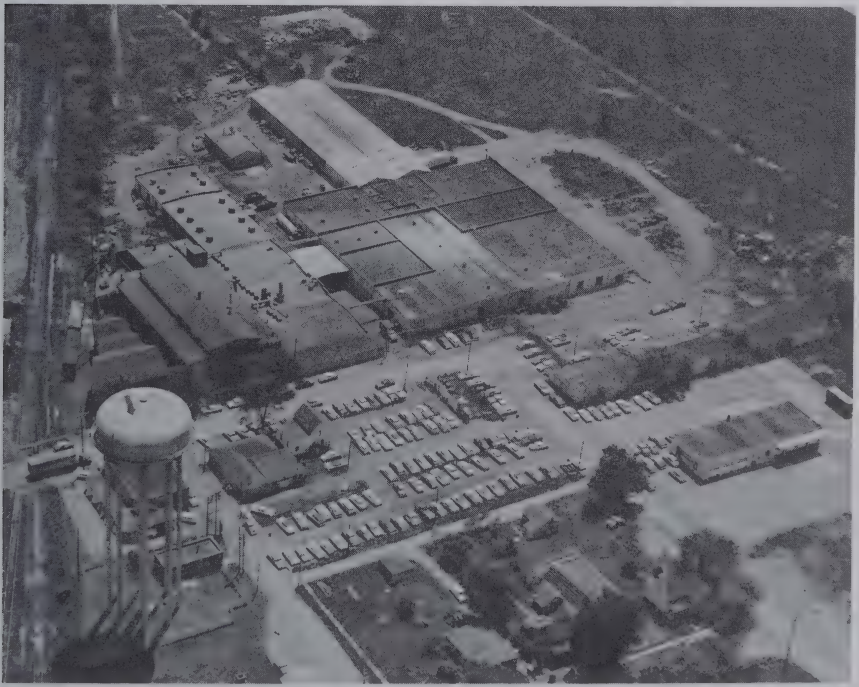
In 1964 Cooper Industrial found a companion plant for the one in Auburn and by the beginning of 1965 the corporate headquarters in Auburn was supervising not only the operations of the plant in that city, but also a plant in the industrial area of El Dorado, Arkansas.

Cooper Industrial's full marketing program is designed to bring year-round employment in the full use of its manufacturing facilities. Cost control, unique engineering concepts and constant up-dating of manufacturing techniques consistently further acceptance of Cooper products in the industrial rubber market.

Many leading manufacturers look to Cooper Industrial's Value Engineering for assistance with parts problems and important savings on mechanical rubber products.

Cooper makes nearly 3,000 items, almost all to customer specifications, for a broad segment of American industry. About 60 percent of this production goes to the automotive industry. Other important industrial customers include manufacturers in the appliance industry and in the pipe industry. Cooper is also developing additional parts for business machines, farm equipment components and oil field machinery.

Among the company's specialties



AERIAL VIEW OF COOPER PLANT — Aerial photo camera catches a view of the Cooper Industrial Products plant in Auburn, Indiana. The plant currently employs about 450 persons.

are rubber-to-metal bonding and items which have been extruded, molded, die-cut, lathe-cut, calendered, and injection-molded.

Cooper Industrial currently employs approximately 750 persons, of which 450 are employed in Auburn.

Characterized by creativity, precision and skill, Auburn-produced Cooper products find their way into automobiles, boats, machines, appliances and hundreds of other articles in the marketplaces of America.

TYPEWRITER PLATEN ROLLERS — Precision work, such as these platen rollers for electric typewriters, is efficiently handled in the Auburn plant of the Cooper Industrial Products company.

The Rieke Story

A word concerning the founder—

Theodore W. Rieke, his sisters and brothers, grew up in Fort Wayne, Indiana. Theodore also met his bride-to-be, Mary Rathert, in Fort Wayne. Being of a mechanical nature, he learned the machinist trade; but the spirit of the West struck his fancy and the family moved to Illiad, Montana, where they set up a homestead to make their fortune in the great outdoors. Relatives, including the Ratherts and the La Feldts, made up a little colony. The venture, however, was not one of success but rather of trials and tribulations as succeeding years of drought drove them back East.

They were driving to Chicago in a 1913 model Ford Touring car which broke down in Minneapolis and they were forced to abandon the car there and continue on to Chicago by rail. Not having sufficient funds to cover transportation for all, a job was found for the eldest son, Irvin, at a car wash and the rest continued on to Chicago, leaving Irvin to follow later.

Being a machinist by trade, Theodore secured employment with Benjamin Electric Company and continued with them until he could save enough money to purchase some machine shop equipment of his own which he set up in his home garage, doing custom work wherever it could be found.

During World War I, the government was a large user of steel drums, but because of lack of adopted specifications between industries, many problems resulted with misfitting flanges and plugs. A government inspector stopped in to consult with T. W. Rieke Tool and Die Works and inquired if they could produce a set of gauges which could be used

First Home of Rieke Metal Products Corporation of Auburn, Indiana built by the Auburn Commercial Club.

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R. W. JOHNSON OIL COMPANY

Auburn, Indiana

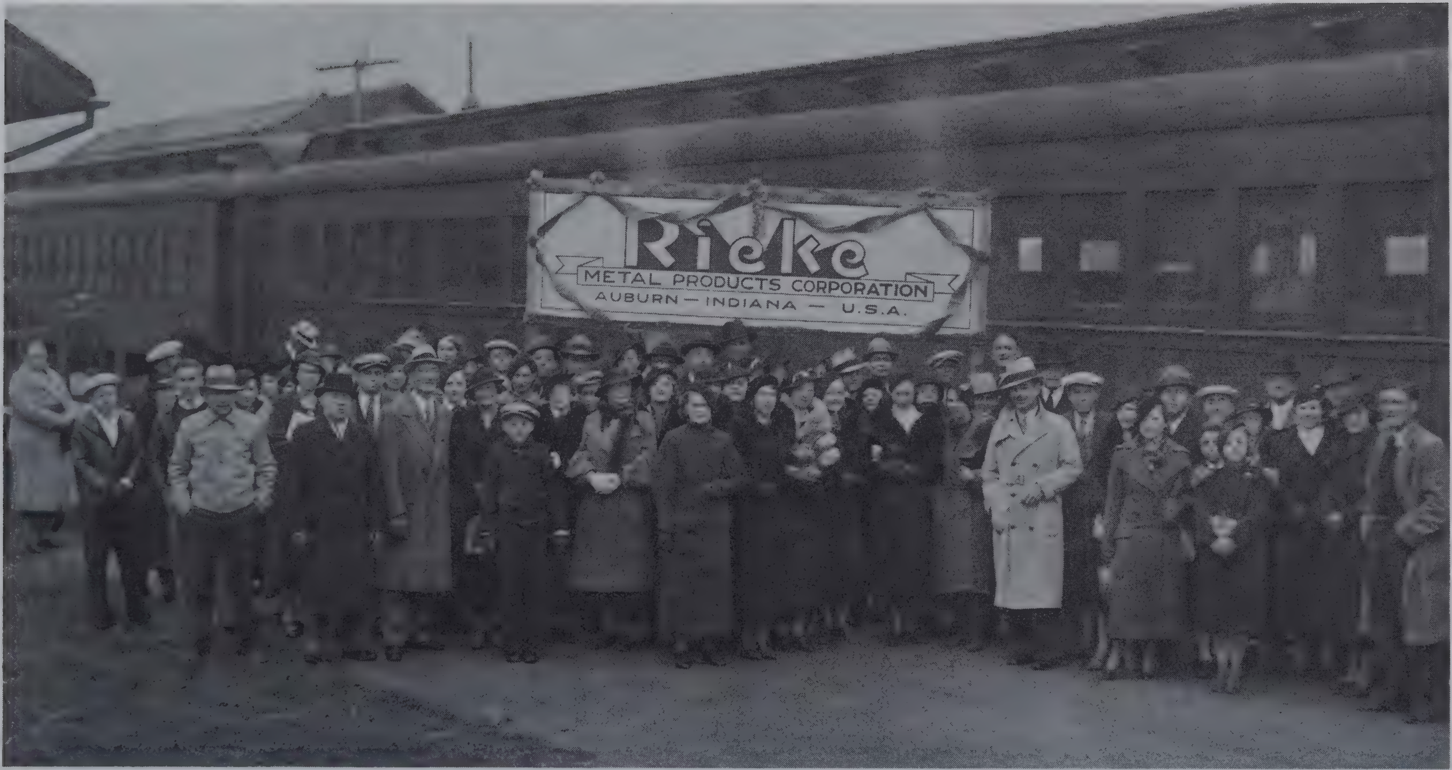
The Johnson family started in the oil business sixty years ago when Walter Johnson began working for the Indian Refining Company in Fort Wayne. This employment continued from 1908 to 1918, when he opened an Indian Refining Company bulk plant in Auburn. He delivered petroleum products to Auburn residents with a team and tank wagon until 1923. Thereafter, a McIntyre truck (built in Auburn) was used. Walter Johnson died in 1929 and the business was then assumed by his widow, Frieda Johnson. In 1931 the Indian Refining Company was merged with the Texaco Company. On March 1, 1946, Walter and Frieda Johnson's son, R. W. Johnson, took over the company and presently operates it. The R. W. Johnson Oil Company is the Texaco Distributor for DeKalb county. The company operates its own stations in Auburn and Butler.

to check the threads of the plugs and the threads of the flanges. In outlining his requirements, he made a statement which was destined to be the seed from which the future of the Rieke industry would grow. It later became the theory upon which the Rieke slogan was based. This statement was of the following character: "If someone could come up with a flange design which could be applied to a drum by means of punch presses and which would be faster and less expensive than the present method of forgings which have to be applied by brazing, they would have a bright future."

This was a challenge to Theodore's inventive nature and he set about to see what he could do. Several attempts were made but the first process which he considered worthy of presenting to the barrel industry required four punch press operations to insert into the drum. He and his son, Irvin, proudly took this to the Wilson and Bennett Manufacturing Company in Chicago, a manufacturer of steel drums, but found them skeptical of the idea that a flange could be put into a drum by this means and effect a perfect seal; for in the past, the only successful means was brazing. But through much persuasion, they succeeded in coming back with an order for 50,000 fittings which was the inspiration they needed and it gave them the determination never to let go regardless of the skeptics who greatly outnumbered the believers. They did find a few who would try their ideas in certain directions, but the going was tough; and they found that, for the most part, the drum user had to be sold before the drum manufacturer would chance his corporate image. And so it became a long and hard road. Lack of capital was an impediment at every hand. At the close of the war, Theodore purchased the bunks from the barracks of the Great Lakes Training Station whose temporary buildings were being razed and they cut the pipe from the bed frames into rings from which they could forge flanges and, in that way, reduced their cost.

If the company were to change from a service industry to manufacturing and was to acquire much needed capital, it was concluded it must incorporate and change its name; and so the subscribers filed application with the Secretary of State to be incorporated in the state of Illinois with the corporate name of Rieke Metal Products Corporation. This was granted and became effective November 10, 1922. Under this new entity, the first elected set of officers were: Edmund J. Rieke, President; Theodore W. Rieke, Vice President and Secretary; and Arthur Lorenz, Treasurer. Theodore Rieke was committed to giving full time and service for a stipulated salary of $75.00 per week, and all new inventions and patents were to inure to the corporation. The assets of the corporation as of October 23, 1922, consisted of: Current Assets, $1,738.25; Machinery and Equipment, $7,179.58; and Secret Process, $6,000.00; for a total of $14,917.83.

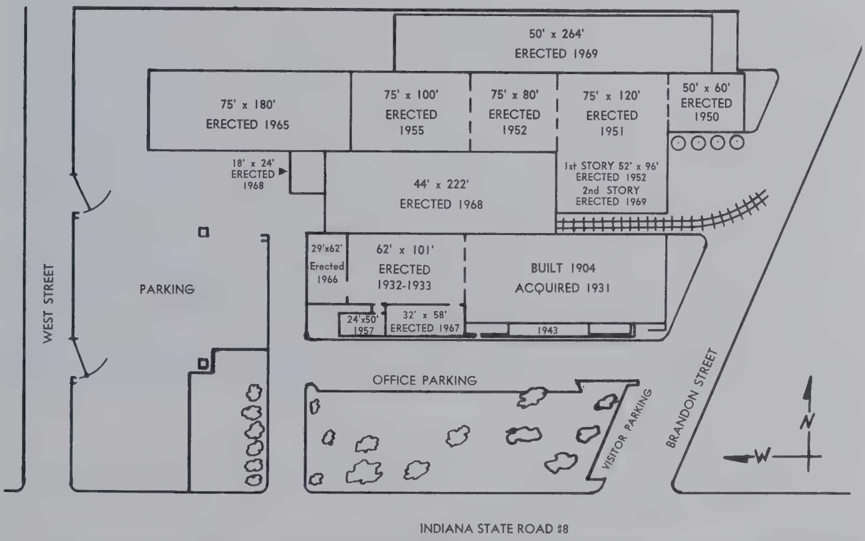
In its early stages, it was family operated, so labor overhead was not


Rieke
METAL PRODUCTS CORPORATION
AUBURN — INDIANA — U.S.A.

RIEKE EMPLOYEES GO TO WORLD'S FAIR — On October 31, 1934 the Rieke Metal Products Corporation as it was then known chartered two cars of the New York Central railroad and all sixty-five employees of the Corporation were privileged to attend an all expense paid trip to The Century of Progress World's Fair at Chicago. The above picture was taken just prior to departure from in front of the New York Central Depot across the railroad and street from the Rieke plant.

considered a great factor. On the other hand, working space and equipment was of vital importance and consideration was given to locating outside of the Chicago metropolis, and a site somewhere in the area of the founder's boyhood home seemed to draw most interest. A small town, rural in nature, was of predominant consideration; and so it was decided to check out Auburn, Indiana.

They met with the Directors of the Auburn Commercial Club who, by agreement dated September 1, 1923, contracted to erect a building 40' wide by 80' long, of brick, concrete, metal, and wood construction upon lots No. 113 and No. 114 in Flukes Addition. Plans and construction were to be performed by J. P. Long. The erection cost was to be $3,600.00; the lots $300.00, and extras of every kind not to exceed $1,100.00. Repayment by Rieke Metal Products Corporation to the Auburn Commercial Club was to be made $1,000.00 in cash, $1,000.00 within one year, the third $1,000.00 in two years and the balance within three years. The proposal was executed by P. J. Neblung, President, and H. B. McCord, Secretary, in behalf of the Auburn Commercial Club, and its acceptance was by Edmund J. Rieke, President, and T. W. Rieke, Secretary for Rieke Metal Products Corporation.


50' x 264' ERECTED 1969
75' x 180' ERECTED 1965
75' x 100' ERECTED 1955
75' x 80' ERECTED 1952
75' x 120' ERECTED 1951
50' x 60' ERECTED 1950
18' x 24' ERECTED 1968
44' x 222' ERECTED 1968
1st STORY 52' x 96' ERECTED 1952
2nd STORY ERECTED 1969
29'x62' Erected 1966
62' x 101' ERECTED 1932-1933
BUILT 1904 ACQUIRED 1931
24'x50' 1957
32' x 58' ERECTED 1967
1943
PARKING
WEST STREET
OFFICE PARKING
VISITOR PARKING
BRANDON STREET
N
W
INDIANA STATE ROAD #8

Plant layout as of 1969 illustrating additions during years of growth.

Steps were immediately taken to get permission from the State of Indiana authorizing Rieke Metal Products Corporation of Illinois to operate in Indiana and further to file for Incorporation under the laws of the State of Indiana. This application was granted October 29, 1924.

Progress was slow for the intrepid little industry, but, nevertheless, it

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did progress. Space for two offices was the first addition, then followed a section 40' x 40' to the production department, and finally a small finished goods and shipping department 15' x 24' was added.

A catastrophe struck when on February 17, 1931, at about 5:30 p.m. a fire burned the roof off of the factory area as well as all of the line shafts and it severely damaged much of the equipment and inventory for a loss of approximately $20,000.00. Undaunted, they called J. Rolland Muhn, upon whom they had learned to rely for their building needs and the smoke had hardly cleared until the charred debris was being removed and reconstruction started. They were in partial production within one week.

In the beginning the products of Rieke Metal Products Corporation consisted only of flanges for steel drums, made in three sizes: ¾", 1½" and 2". Then came sealing ears and sealing rings. Improvements were made. The company ceased to forge the flanges from pipe and introduced a new method of stamping them from strip steel. The inventive genius of the Rieke industry next produced ¾", 1½" and 2" plugs stamped from strip steel so at last they manufactured the complete unit of a drum closure.

It soon became apparent that they must find an area on which to expand and they were debating whether to go east or south, but it became known that they might acquire the old Modern Buggy Company built in 1904 and occupied by W. H. Kiblinger Company, later by W. H. McIntyre Company and subsequently titled by Charles Worden, DeKalb Manufacturing Company, Ariel Manufacturing Company, Paragon Company, Mitchell V. Charnley, and finally to William H. Charnley.

W. H. McIntyre Company built carriages, wagons and later branched into manufacture of automobiles, motor trucks and the Imp Cycle Car. After the property passed from their hands, little activity was seen in this four story structure except for the short period of time it was held by Ariel Manufacturing Company, which built porcelain top tables and kitchen chairs.

Negotiations ensued and purchase was made June 5, 1931. Finally a site had been acquired which would end all expansion needs. All that would be needed now was to repair areas of the old decrepit building as needs were established — or so were the thoughts of management in 1931. But this was only the beginning.

By this time the drum indusry had become familiar with the reliability of Rieke closures, their aggressive activity in the field of product improvement, and their genius in developing new products. So growth and expansion were the order of the day.

During World War II, much liquid fuel was transported in containers. Germany developed the Jerry Can and the United States Army as its counterpart developed the Blitz Can. This unit required a special flange and plug which were developed and produced by Rieke. For its effort in this regard the

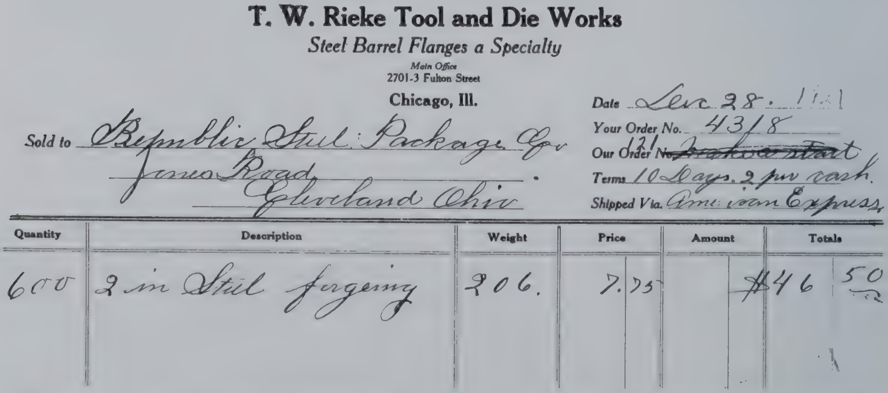
Army-Navy E for Excellence in war production was awarded to Rieke Metal Products Corporation on November 19, 1942. They were the first in the area to receive such recognition.

Near the war's close, a new product was being developed which was destined to introduce the corporation into a new field. This new product, known as the Rieke FLEXSPOUT, is now recognized all over the world.

In 1958 it was felt the corporation should have a slogan and, accordingly, a contest was conducted among its employees which offered 25 shares of stock as a prize to the winner. Many good slogans were suggested and the winner was one of their salesmen, Robert Auve, who introduced the following: "YOUR REQUIREMENTS ARE OUR TOOLS FOR DESIGN". Note how well it fitted the very idea which started Rieke Metal Products Corporation of Illinois, when the government inspector in casual conversation told its founder, Mr. Theodore W. Rieke, "If someone would come up with an idea for a flange which could be applied to a drum by means of a punch press in a faster and less expensive operation than the present method of forgings which have to be applied by brazing, they would .have a bright future." The Rieke Corporation has never lost sight of this valuable tenant and are always looking for customer needs and developing them into products.

There are a multitude of products now being manufactured by Rieke Corporation, but one of the latest and one which will be seen, for the first time upon grocery shelves, is FLEXSPOUT, JR., a plastic pouring spout which will be used on one quart and one gallon cans packaging such items as vegetable or cooking oils.

In 1958 the engineering department developed and prepared to market a new faucet but management felt it would meet with less resistance if it were introduced with a line of dispensing units already on the market. After some research, it was found that Multi-Meter Corpor-



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Our Order No. 121 ~~[illegible]~~
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Shipped Via American Express

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Quantity	Description	Weight	Price	Amount	Totals
600	2 in Steel forging	206.	7.75		$46 50

One of the oldest invoices remaining on record of Rieke Metal Products Corporation. Note it is penned by the hand of the Corporation's founder T. W. Rieke.

ation, an industry in Toledo who manufactured faucets and pumps, could be a likely acquisition. After some negotiation, the industry was purchased on March 15, 1961, and has since been moved to Auburn.

In 1957 Rieke de Mexico was built and established in Mexico City, and it serves the whole of Mexico with all of Rieke Corporation products. In 1958 Rieke Canada Limited was built and established in Brampton, Ontario, which similarly serves all of Canada. The manufacturing area of this latter plant was subsequently doubled. But again it outgrew its facilities and since no more land was available at that site, a new one was purchased in 1965 and a complete new facility erected large enough to permit adequate growth for many years to come. In 1959 a warehouse was established at Linden, New Jersey, which is served by truck load shipments from Auburn for distribution to drum producing plants in the East.

Rieke Corporation has established licensees in the following countries: France, Australia and Argentina.

In Auburn an almost continuous expansion program goes on with new additions being constructed yearly.

In 1965 the administrators of Rieke policy felt that so much of the growth of the company was due to plastic products that the corporate name, Rieke Metal Products Corporation, was a misnomer, and legal steps were taken to have it changed to Rieke Corporation. This was approved by the Secretary of State January 28, 1966.

In conclusion, the Rieke Management feels that the industry's contribution to the community is immeasurable but never ceases to be greatful to the community which received the first small factory with open arms and helped so much at a time when its owners had so little to give in return. Their gratitude also is boundless to the loyal employees without whom none of this growth or development could have been possible.

* * *

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Santa Lives In Auburn

by Evelyn Oberlin

In 1926, Roland Muhn, who lives in the Muhn Apartments on East Seventh Street, Auburn, with his wife, Ann, took some toys, candy and nuts in two big burlap sacks to the St. Vincent Villa Orphanage in Fort Wayne, Indiana, thus fulfilling a promise he had made to God a number of years earlier.

This year will mark his 43rd year of helping the children at the orphanage celebrate Christmas.

I have wondered why "Rol," as he is known to his many friends, at 78-years-young carries on this tradition each year, and so I set out to find the answers from the man himself.

Rol was happy to answer my questions and he showed me a small booklet which he had printed in 1966 telling of his forty years with the children at St. Francis Villa Orphanage.

"I'll have to go back to when I was born. The first thing I discovered in God's world was love and companionship. It made me feel secure and cornered my fear. Then as I grew older and could think a little for myself, I discovered it was the love from my mother that I was receiving that made me feel so secure. She was strong and Kind. She taught all of us that God was love and life, and the devil was hatred and greed. She always had time to help others, and of course, some of this rubbed off on us.

"Our dad was a good man. He was honest and hated a lie. He always said he would rather a man steal from him as to lie to him. He was a teamster; hauled logs with horses, and got $3.50 per day, had to feed the horses, Mother, and us kids.

"We lived on a rented farm, crop-sharing, as I remember, and in the fall when school started, it was corn husking time. I was big for my age, strong and of course Dad had to have help to get the corn husked before winter and bad weather set in. I was a good corn husker, so I lost time at school and got behind and failed in the seventh grade. I quit school and got a job learning the carpenter trade. My first job was near Huntertown, Indiana where a house burned down. I got $.25 a day and my room, board and washing. I stayed right on the job and worked from daylight to dark.

Courtesy of The News Sentinel

"At that time, it took almost a

year to build a good house, and before we got the house done, the lady's husband died. She went to the St. Vincent Villa Orphans Home and got a boy to stay with her for company and security. He was twelve years old and I was fourteen. We teamed up very well. We were both poor boys, but we both believed that there was something greater and stronger in this world than man.

"Then when Christmas came, the lady was very good to both of us. She made maple sugar candy, pop corn balls, and made Mack some clothes out of her husband's clothes. She had no money after her husband's death to spend on others. She had to finish the house and pay the funeral expenses, and she too, was desperate. But Mack cried because he did not get new Christmas presents, and that broke my heart. Then I remembered when my Mom and Dad took us to church one Sunday, the preacher preached a sermon that when you talked to God, you should take off your shoes. So Mack and I took off our shoes and went out to a little old shed, got down on our knees, held hands, looked up into the heavens and prayed together. Mack was Catholic and I was a Protestant. We promised God that when we grew up and had money we would get the orphans at St. Francis Villa a new Christmas toy, or whatever they wanted.

"We finished the house the next year and I came home and got a job with another contractor. I sort of lost track of Mack till the draft came up for World War I. We were both drafted and he went to war and lost his life for his country. I had seven or eight houses under construction and I was deferred for awhile, but I came up in the second draft. However, the war was about over and I always thought Mack gave more than I did. When Christmas would come, I would always see Mack and myself on our knees promising God we would help the orphans to be happy at Christmas."

And so for each year since 1926, Rol has kept his promise. The first four years he wore ordinary clothes. In 1930, he wore a false face with whiskers. The children were so happy too, Rol said.

The next year, he sent to Chicago, and had a wig and whiskers of real hair made, and he also had a "Santa" suit made. The children loved old Santa and old "Santa" loved the children.

"At one of the parties, one child did not like the present we brought for him" Rol said, and this gave my wife, Ann, an idea. Why not have the children write a letter to "Santa" and tell him what they would like from Santa. This has been done each year since. "On the first of November, I receive the letters from the children," Rol said. Ann has the big job of shopping for each gift. After all the gifts are purchased they are each wrapped and a tag with the child's name attached to the present.

Rol will be sure to tell you that over the years he has had a lot of help from many of his friends in Auburn. And year after year, these

Courtesy of The News Sentinal

people send a check to Rol to help cover the financial expenses, and many of these people go with him to the orphanage to help with the party.

When Rol had completed 25 years of visiting the orphanage at Christmas time, the sisters presented him with a cake in the shape of a book, inscribed as follows: "Congratulations on the completion of your 25th year of 'Cheer-Spreading,' Sisters and Children of the Villa."

About twenty years ago Rol and Ann thought it would be a treat for the orphans to receive by mail a Christmas card from Santa. The names of all of the children were obtained and this project was started. Some of the children had been at the home for nearly five years and this was the first year that some of them had received any mail.

Mr. Muhn commented that in all of his forty-two years of going to St. Vincent, he never heard any child swear. He told of how the sisters care for the children when one becomes ill, and how they mend their clothes. Many of the children over the years have left the orphanage and established homes of their own, and the Muhns have many cards and letters from these "children" who have gone out and made a success of their lives. Rol said he has all the cards and letters mounted in scrapbooks.

"The Chrismas party is generally started with the children putting on a stage play for the folks who make the party possible. We take along threee or four acts as a treat for them," he said.

"Then Old Santa comes in after everyone sings Jingle Bells. Three or four of the helpers and myself

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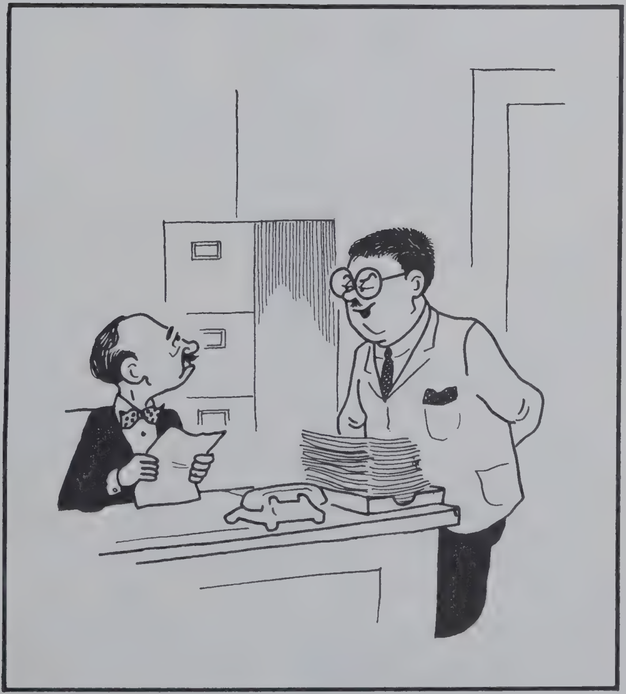
throw Candy Kisses with a new penny wrapped in foil, in each kiss. Believe me, the boys and girls really go for that, and the Sisters love it too. This is one part of the Christmas party that I can't quit."

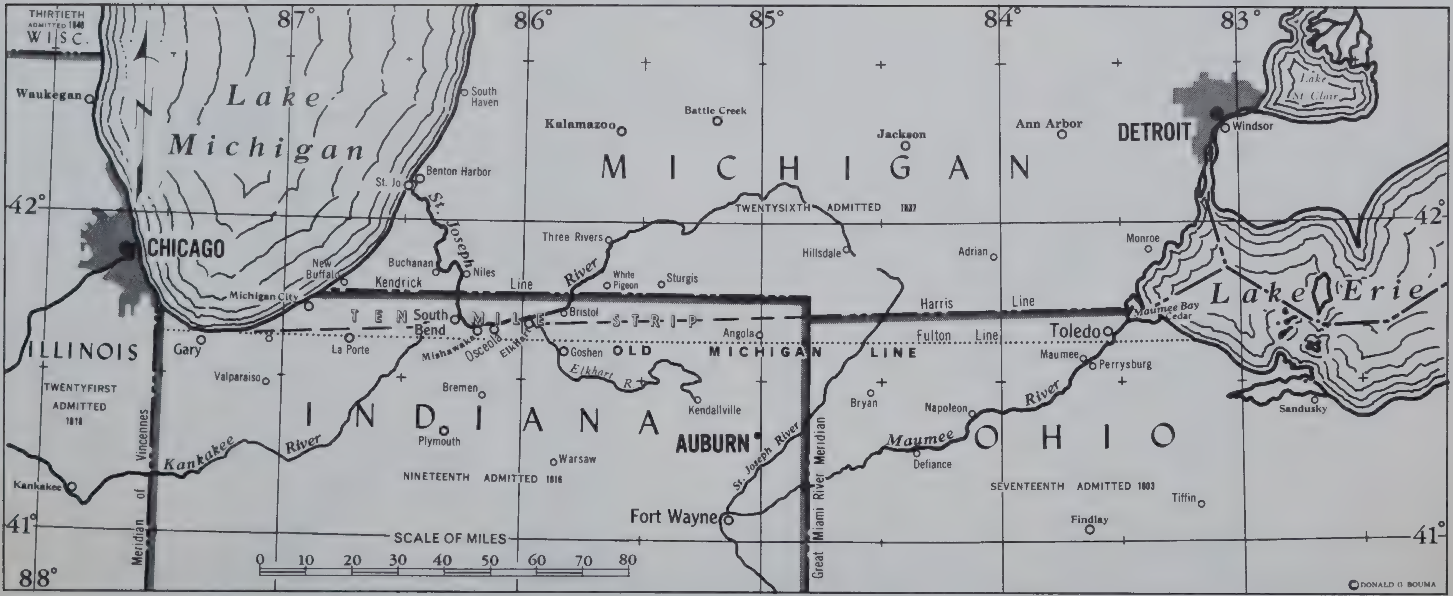
Then the helpers all come up to the front of the gym and call out each child's name. Each child receives a $5 gift, plus a treat of one-half pound of candy, one-half pound of English walnuts and six ounces of peanuts, a Washington apple, and a California orange.

After the party comes to a close, the sponsors of the party are treated to a cafeteria style snack. The sisters prepare and serve this and they also present each family that assists with the party a box of home-made candy.

Everyone goes home from the party happy, and Rol and Ann start immediately to plan the party for the next year.



"I feel guilty asking you to take so much work home with you, Harkworth. Why don't you sleep here nights?"


THIRTIETH
ADMITTED 1848
WISC.
Waukegan
Lake
Michigan
87°
86°
85°
84°
83°
South Haven
Kalamazoo
Battle Creek
Jackson
Ann Arbor
DETROIT
Windsor
Lake St. Clair
MICHIGAN
Benton Harbor
St. Jo
St. Joseph
42°
CHICAGO
TWENTYSIXTH ADMITTED 1837
Three Rivers
Hillsdale
Adrian
Monroe
New Buffalo
Buchanan
Niles
Kendrick
Line
River
White Pigeon
Sturgis
Michigan City
TEN MILE STRIP
South Bend
Bristol
Harris Line
Lake Erie
Maumee Bay
Cedar
Toledo
Angola
Fulton Line
ILLINOIS
Gary
La Porte
Mishawaka
Osceola
Elkhart
Goshen
OLD MICHIGAN LINE
Maumee
Perrysburg
TWENTYFIRST
ADMITTED
1818
Valparaiso
Elkhart R.
Bremen
Kendallville
Bryan
Napoleon
River
Sandusky
INDIANA
Plymouth
AUBURN
St. Joseph River
Great Miami River Meridian
Maumee
OHIO
Vincennes
Kankakee River
Warsaw
Defiance
Kankakee
Meridian of Vincennes
NINETEENTH ADMITTED 1816
SEVENTEENTH ADMITTED 1803
Tiffin
Fort Wayne
Findlay
41°
SCALE OF MILES
0 10 20 30 40 50 60 70 80
88°
©DONALD G BOUMA

TRI-STATE BOUNDARY DISPUTES
1800 - 1835

by Donald G. Bouma

After boundaries have been in existence for many years and their locations are accepted without question for several generations, the serious difficulties and misunderstandings which frequently accompanied their establishment are often forgotten. These misunderstandings sometimes involved opposing factions in a skirmish or two.

Present Tri-State boundaries (Ohio, Indiana, Michigan) which stretch from near New Buffalo on Lake Michigan to Maumee Bay on the east edge of Lake Erie are no exception. The controversy which ultimately led to the so called "Toledo War" was caused by boundary misunderstandings which should have been resolved 37 years earlier in 1800 when Indiana Territory was first carved out of the Territory Northwest of the River Ohio.

The situation was aggravated in 1803 when Congress established the State of Ohio. Most of th "static" precipitated by this event was heard in the halls of Congress in Washington but overtones ultimately reached territorial administrative centers in Chillicothe, Vincennes and Detroit. It concerned the wording of an old statute which had its roots deep in our heritage of American independence and the rights of States—The Ordinance of 1787.

This venerable old document established a government for the Northwest Territory, which was something of an achievement in itself. It had helped resolve an earlier misunderstanding that hampered the success of the very newly formed Republic right after independence had been achieved by the 13 Colonies. The controversy centered about the ownership of western lands—were they to remain under the control of the former colonies (which claimed jurisdiction through early land grants issued by the British Kings) or were they going to belong to the new Federal Government?

Thirteen Colonies had bravely banded together to declare themselves independent of the British yoke. Once this was accomplished most delegates expected to resume business as before. Seven of the thirteen held legitimate but frequently overlapping claims to western lands. The other six feared they would be overpowered by their landholding neighbors.

Already before the conclusion of the war, Virginia began to exercise her claim. Its house of Burgesses commissioned George Rogers Clark to take Kaskaskia and Vincennes northwest of the Ohio River. The success of this bold foray helped the United States claim to western lands gained at the peace table in Paris in 1783. It also established the County of Illinois as a part of Virginia. This strengthened the hand of the Old Dominion State in the rising land controversy.

Within three years the states involved of the Ohio River arrived at a solution — they relinquished their claims to the Federal government. In Virginia's act of cession there was a proposal to divide the western land into fourteen states each having rights equal to all the rest. This gave the smaller states the assurance they needed. However, this proposal, known as the "Jeffersonian States," was not incorporated in the Ordinance of 1787 which established the Territory Northwest of the River Ohio.

This great document prescribed how Congress would ultimately "form not less than three nor more than five" states in the new territory. Thus in article five, the ordinance established the present westerly and easterly boundaries of Indiana, the middle state. It established one as "a direct line drawn from the Wabash and post Vincents (Vincennes) due North to the territorial line between the United States and Canada" . . . and the other by "the direct line drawn due North from the mouth of the great Miami to the said territorial line."

It went on to show how two additional states could be formed if Congress saw fit to do so. "Congress shall have the authority to form one or two states in that part of the territory which lies north of an east and west line drawn through the southerly bend of Lake Michigan." These words lay at the root of trouble later on.

It was logical for Congress to use the lake as a point of reference — it stood out so boldly on every map and few people questioned the accuracy of a printed map. Besides, who really believed the land around there would ever amount to anything anyway?

"The territory is measurably poor," said a young Virginian, James Monroe, who traveled by horseback in the County of Illinois after the War of Independence. "Especially that part near Lake Michigan and Erie . . . will, perhaps, never contain a sufficient number of inhabitants to entitle them to membership in the Confederacy." Ironically, thirty years later, in the same year Indiana became a state, Monroe was elected fifth President of the United States.

It was one thing to put the bold scheme of creating new states in the wilderness on paper but quite another to place it in operation. The primitive tribesmen who lived there wanted no part of it and resolved to stem the rising tide of immigration from the east. Urged on by the British, who still held Detroit, they dealt the first Governor, Arthur St. Clair, a deadly blow at Fort Recovery, Ohio, in 1791. The great Revolutionary War hero, "Mad Anthony" Wayne, was called out of retirement. Four years later, in 1795, the Indians were brought to their knees at Greenville, Ohio.

At last, with the Indian menace out of the way, surveys and settlement resumed with vengeance. To simplify administration, the territory was divided in 1800 with the western part bearing the name Indiana

Territory. It marked the first use of this name on a map.

Imagine the sigh of relief two years later when Ohio's petition for statehood was first presented to Congress. Optimism was high and the term "west" took on new meaning. President Jefferson even sent out Lewis and Clark to explore the lands newly purchased on the far side of the Mississippi.

As yet, few boundaries had been run on the ground. The settlements along the Maumee River (where Toledo now stands) assumed they were well inside the new state of Ohio. At the Constitutional Convention, however, an old trapper dropped a hint that a line extending east from the south tip of Lake Michigan would probably put them in Indiana Territory (which now included eastern Michigan and Detroit). For safe measure the Ohio convention added a proviso: If the line should intersect Lake Erie east of the Maumee, Ohio's boundary was to run from the "southerly extremity of Lake Michigan to the most northerly cape of Maumee Bay." But Congress accepted the new Constitution without recognizing the change.

Two years later, when Michigan Territory was formed, Congress completely ignored the Ohio proviso and defined Michigan's southern boundary as due east of the south tip of Lake Michigan. We might sneer at "fickle" lawmakers here but actually there was no easy solution. None of the maps agreed on the exact position of the lake and neither side was sure which way

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MEMBER
F.D.I.C. F.R.S.

their best interests would lie.

They had their greatest faith in a fifty-year-old map by John Mitchell, published in London before the French and Indian War. It was remarkably up-to-date for river names and settlements in the west. Its reputation was established when it was used to define the boundaries in the peace treaty after the Revolutionary War.

Unfortunately, the map had one big mistake right in one vital spot. Although it had Lake Erie placed correctly, it showed Lake Michigan fifty miles north of where it should have been. All American map makers leaned heavily on Mitchell's map, propagating the error with several diversions of their own. Congress simply couldn't be absolutely sure just where the south tip of Lake Michigan was. And then an event occurred which knocked everything into a cocked hat. United States was back at war with Great Britain.

Moreover,, without firing a shot, Michigan's ill-suited governor, William Hull, promptly surrendered Detroit to the enemy and along with it went the hopes and dreams of all settlement in the Northwest. The boundary was unimportant. Who could care about the future in the Great Lakes now?

One who did care was William Henry Harrison, governor of the Indiana Territory. There were others too, and after Perry crushed British power with his brilliant naval victory on Lake Erie, Harrison helped restore peace and quiet along the frontier. Once again it was back to the job of building states and drawing boundaries.

Indiana's census was completed in 1815 (63,897) and the following year Congress considered its petition for statehood using the same old boundary established for Michigan Territory. When the bill passed the House in March, this line had been moved twenty-five miles north to the 42nd degree parallel (just south of St. Joseph, Michigan). By the time the measure passed the Senate and was ready for Madison's signature there was another change. This time the line was shifted to its present location, ten miles north of and parallel with the old Territorial line. At the same time a detached portion of Indiana Territory which lay in the upper peninsula was placed in Michigan Territory. But, thus far, none of these lines had been surveyed on the ground.

Finally, in 1817, the Surveyor General, Edward Tiffin, ordered the long awaited survey of Ohio's north line. As a former governor of that state, he gave his deputy, William Harris, careful instructions. As we might expect, he traced the diagonal line of Ohio's proviso, the one Congress never accepted. Of course, Michigan staunchly rejected the Harris line.

The next year a surveyor, named Fulton, pushed the old territorial line across Indiana and Ohio. And where do you suppose it hit Lake Erie? You guessed it — five miles southeast of Maumee Bay. So Michigan established jurisdiction down to the Fulton line in 1818 and today the townships in that part of Ohio are still counted south out of the Michigan baseline.

The Wolverines never tried to take over to the old territorial line in Indiana because there were no settlers there. What's more, the Indian titles in the area were not yet "extinguished." Indiana's own John Tipton described it as a country "of ponds and marshes that can never admit of settlement nor will ever be of much service to our state." In 1827, however, after settlers had begun moving in, a survey of Indiana's north line was authorized. Tiffin deputized E. P. Kendrick of Chillicothe to do the survey "to avoid any colour or ground for complaint on either side."

But Michigan wasn't giving up as easily as that. The opening salvo in the war of words was fired by Michigan's Governor Cass in 1831. "Indiana asserts and exercises jurisdiction over a tract of country, ten miles north of our southerly boundary," he said. "That this claim will eventually be contested, there is no doubt . . . and as we have every confidence in the justice of our cause, we may look forward to a favorable decision.

When Michigan's census reached 87,273, which should have made her eligible for statehood, Congress ignored her petition because it insisted on the old Territorial line and members of Congress from Ohio, Indiana and Illinois repeatedly voted it down. In the spring of 1835, however, Michigan's "boy" governor, Steven T. Mason, threw down the gauntlet and called a constitutional convention without congressional sanction. The document this convention produced was virtually a declaration of war.

By summer, Ohio's gallant Governor Lucas measured swords and marched his magnificent militia full tilt to the Harris line. Knight-errant Mason and his troops answered the challenge by taking up residence in Toledo. The inauspicious crisis which history records as "The Toledo War" was finally averted by President Jackson.

When Congress finally admitted Michigan to the Union in 1836, its southerly boundary was finally established in its present location. In a generous mood, Congress gave Michigan some of the only real estate left in the Northwest Territory. It was a part of the upper peninsula which lay west of and adjacent to the part which Michigan Territory received twenty years earlier when Indiana became a state.

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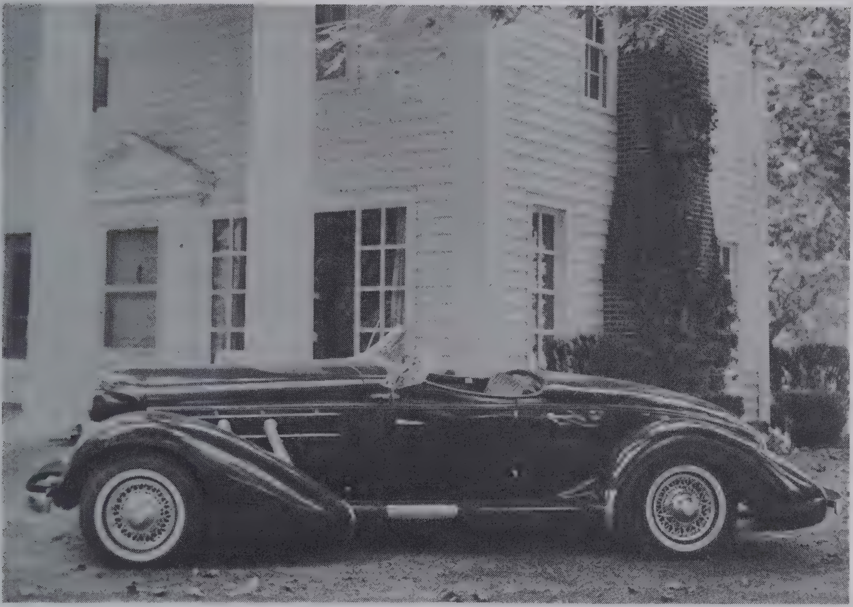
"For The Love Of . . ."



Man, throughout history, has accomplished nearly unbelievable feats for the love of . . . a woman, a dog or his trusty mount. This is, though unique and many faceted, one of those history-making love stories.

Our Don Juan is Glenn Pray, and the object of his affection is a car, or cars, but not just any car; he has Classic devotion — to two of Auburn's own Classics, the 810 Cord and the Auburn Speedster.

"For the Love of . . . The Cord"

Starting in 1956 Glenn Pray spent all his time and effort on the recreation of the 810 Cord. It was a slightly reduced version referred to as the 8/10 Cord, which had its World Premier in Tulsa, Oklahoma, August 8, 1964.

Pray's 1964 Cord Sportsman, like the original, was in itself an automotive first. In spite of being short of facilities, short of help, and short of capital, Pray presented a Cord that was not only an artistic reproduction but a revolution in the automotive field.

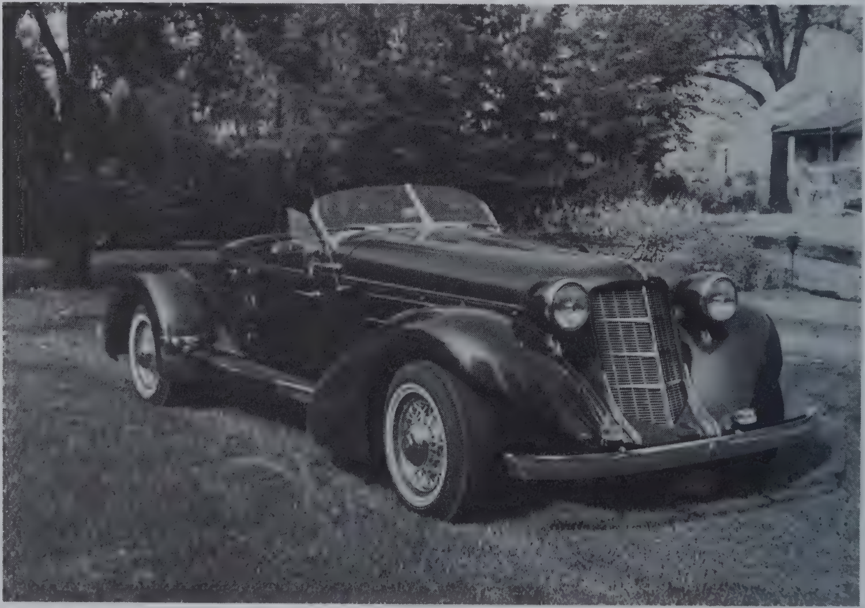
Revolutionary is the only word to describe the Cord body material, Royalex, a product of U.S. Rubber. For the technically minded, Royalex is a non-homogeneous thermoplastic laminate derived from acrylonitrile-butadiene-styrene (ABS) plastics. Of interest to us with less technical appreciation, this wonder material is resistant to all weather, acids, salts, alkalies and most other chemicals, and its life expectancy is unparalleled by any present body material. It was reputed to withstand the pounding of a sledge hammer; if you did find a way to dent a fender, you need only apply a 500° hot air gun to the fender and the dent would pop out repairing itself. This material has a memory and will return to its original shape when heated.

This amazing Cord body engineered by Walter L. Pray was mounted on a new chassis engineered by Glenn Pray and C. Walter Carlton, III; it housed an air-cooled Chevrolet Corvair engine. Total weight was just under a ton giving high performance and handling ratings to the front-wheel drive Sportsman.

Ninety-seven "8/10" Cords were built. Like the original unfortunately, the "8/10" Cord was ill-fated, and Pray's dream of revival failed as did the earlier attempts at revival of the Cord by Hupmobile and Graham-Paige. After eight years of sweat, blood and bull-headed determination, a man's dream blossomed; then it withered and died. Why failure! Certainly there was no failure in the engineering feats accomplished. There was commercial failure, however, but why? The "8/10" Cord Sportsman's demise was probably due to a composite of many reasons, but we are involved in a love story of which this is but one of the heart aches so commonly associated with romance. Most men after suffering such a disappointment and financial drain would have packed away their dream and started selling shoes. But Glenn Pray is no average man. He is truly a **classic** Classic devotee and a genius, and a **most** determined man.

The demise of the Cord Sportsman served to strengthen our Don Juan's education.

"For the Love of . . . the Auburn"



Pray's 866 Auburn Speedster. Compare with 852 Auburn on next page.

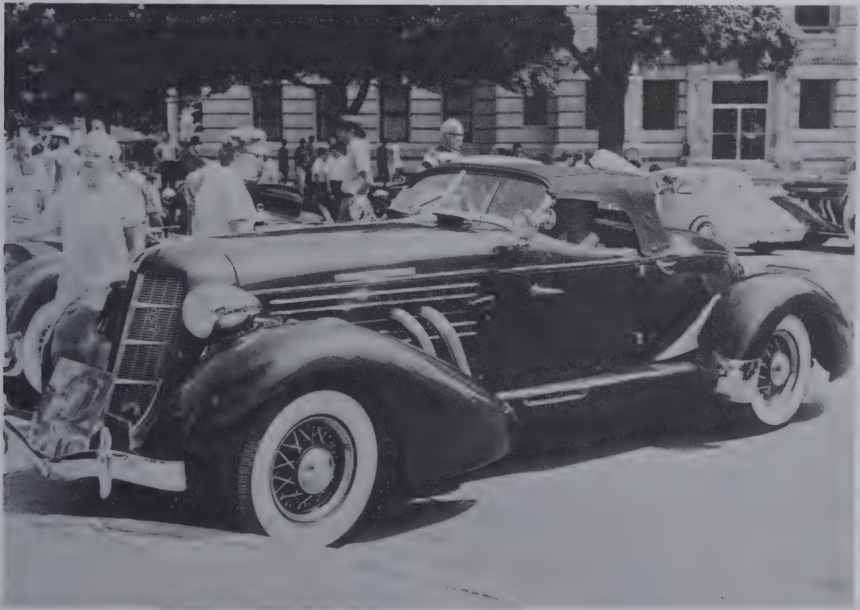
As a recent graduate from the "school of hard knocks," our determined Classic reviver started his first step to fulfill another dream already conceived. Out of the warm ashes of a business conflagration hatched the 866 Auburn Speedster.

The prototype of this new Auburn Speedster was barely completed for viewing at the Auburn-Cord-Duesenberg Reunion held over Labor Day weekend 1968 in Auburn, Indiana, "The Home of the Classics."

Mistaken even by the experts of the A-C-D Club, this re-creation has all the lines and beauty of that original highly cherished, highly sought after 851-52 Boattail Speedster from which it was patterned. In silhouette the new and the original appear to be identical. Actually the new Auburn is three inches lower and two inches wider (track) than the 851-52 built in 1935-36. Smaller diameter tires and wheels along with the use of the Ford Galaxie modified frame and suspension account for most of the size difference.

Glenn Pray purchased the Auburn-Cord-Duesenberg Company including parts inventories, which has enabled him to use actual parts and accessories, i.e., the "Auburn" name plates, the "Flying Lady" insignias, grilles and radiators, bumpers, door hardware, and emergency brake handles originally made for the 851/852 Speedster.

From behind the wheel of the 866 Auburn you become aware of something more than the big V-8 engine, the rakish speedster design and the instrument panel out of the past. You become aware of great stability. A lower center of gravity, equal weight distribution and wide oval Firestone Supersport H-70's as



A 1936 852 Auburn Speedster owned by William Goodwin of Frankfort, Indiana.

ROBERTS SHOE STORE

This photo taken during A-C-D Reunion, 1969, shows the lower silhouette of the 866 Auburn (right) compared with the 851/52 from which it was patterned.

standard equipment account for this "Rock of Gibraltor" feel.

With its sleek lines, golf club compartment and seating capacity (it's strictly a two-people car), the Auburn Speedster is truly a sportscar. Under that long, shiny hood of three layers of hand lay-up reinforced polyester rests a 429 cu. in. Ford T-Bird engine ready to move you from zero to sixty miles per hour in less than seven seconds Pray estimates top speed to be around 130 m.p.h.

As of November 17, Pray reported that 12 new Auburn Speedsters had been delivered to happy owners, two were ready for delivery, 12 are now in production, and he has cash deposits for 20 more.

These modernized Speedsters come equipped with nearly everything you might desire in a sportscar, including power steering, glove leather interiors, AM/FM radio and much more. The price is $11,000.

A magnificent piece of machinery born from a man's magnificent dream. Glenn Pray did it, for the love of . . . !

MAYOR'S REPORT

Numerous articles have appeared in the Vanguard depicting Auburn's colorful past. Perhaps the readers would be interested in some of the recent happenings, changes and progress, along with some "off the cuff" predictions for the future.

The last official census taken in Auburn, was as of July 11th, 1967. and indicated 6,958 persons living in our city. Our present population must be near 7,200 or more and growing, with a projected population of 8,000 some time in 1971. Families are moving to Auburn because they like our city, our school and recreational facilities, our hospital facilities, Churches, our method of living as well as our geographic location. At the same time all of our Industries are expanding and hiring more employees.

We do suffer a definite shortage of new homes in the moderate price class, along with a shortage of building sites within the city proper; however, with the development of Indian Village, and other proposed areas to be incorporated, new building should continue at the present rate. Since January 1968, building permits issued are nearing the $3,000,000.00 mark.

The proposed four-lane section of West 7th Street should be a realization within a year or two. This will mean expanded commercial and shopping growth in this area, and Industry moving into Auburn Industrial Park.

I feel safe in predicting the following additions will materialize within the next few years: Necessary additions to our schools, educational, recreational and cultural expansion — new Churches, and Church remodeling — an addition to DeKalb Memorial Hospital — more land incorporated into the city — many more homes — necessary changes to handle the increased traffic flow — the destruction of many more of the old downtown buildings to make room for modern store buildings and parking areas — a more modern downtown shopping and business area, as well as one or two outlying shopping centers — the enforcement of coming local legislation, that will force the destruction or remodeling of condemned and decrepit buildings and homes — additional park and playgrounds, to serve newly populated areas — a relief in property taxes — a different approach to taxation — tax credit to the property owner who makes necessary repairs and remodeling — a museum to house some of the Auburn renowned "Classic Automobiles," other historical artifacts, as well as displays of modern industrial items produced in Auburn, and housing modern offices for the Auburn Chamber of Commerce.

It is my belief and hope that these things will happen.

Don Allison,
Mayor of Auburn

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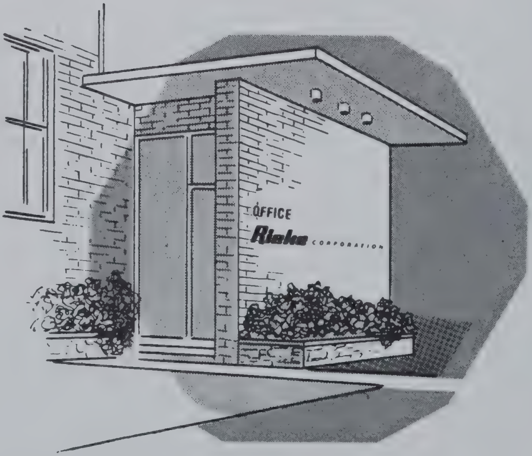
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Christmas Meditation

by FRANK CARLETON NELSON
from his book of poems "The Evening Hour"

As tonight I sit in silence
  with my eyes upon the tree,
And ponder on the favors
  that the world has given me
Throughout the year now ending,
  I am simply forced to say
I am all the while receiving,
  but it seems I seldom pay,
When I strike a balance on it,
  I am willing to confess,
I have failed to make a payment
  on the year of happiness,
And I cannot help but wonder
  if I'm doing what is right,
As I sit and think it over
  by the Christmas tree tonight.

Yes, I'm all the while receiving,
  but it seems, I seldom give,
And I cannot help but wonder
  if it's just the way to live,
It's vain to think I'm paying for
  the good things given me
By the inexpensive presents
  I have placed upon the tree,
I have tried to do subtracting,
  I have tried addition too,
I've multiplied, divided, but,
  I find the debt is due,
A debt that I am owing
  and it's one that hurts my pride,
A debt that I'm confessing,
  for it's one I cannot hide.

Lord, grant me this one favor,
  in the year of Thirty-four,
May I do a little better,
  may I give a little more,
May I add a little something
  to the world that's helping me,
May I come a little nearer
  to the man I ought to be,
Oh, it's not a case of giving,
  only paying what is due,
And I long to help a little,
  as the year I journey through,
Lord, grant me this, I ask it
  from the bottom of my heart,
For the favors I'm receiving,
  may I pay at least a part.

* * *

EDITOR'S NOTE: *Frank Carleton Nelson was a native and long resident of Auburn. He was a salesman and resided at 354 West Fifth Street for many years. He published two volumes of poetry titled "The Evening Hour" and "Along Life's Road."*

"Restoring a Rum Runner"

Mahlon Rieke, president of Rieke Corporation, has embarked on an adventure of research and restoration involving a rare and unique boat. Rare because few have been preserved. Unique because this boat was designed and built for only one purpose — the illegal transportation of alcoholic beverages.

Hackercraft boats, built by the late John L. Hacker Boat Company in Mt. Clemens, Mich., were assembled in different configurations and sold to wealthy people all over the world. They were without question the Duesenbergs of the speed boats during the 1920's, '30's, and '40's.

Rieke's boat is of a **special** configuration! Its design was a direct result of an Act of Congress: "The Volstead Act, passed Oct. 28, 1919, to enforce prohibition under the War Act of Nov. 21, 1918, and the 18th Amendment to the Constitution (ratified Jan. 16, 1919) declaring all liquors with more than half of one percent alcohol to be intoxicating and consequently their manufacture, sale and **transportation** prohibited." It's a "rum runner!"

This special Hackercraft was found by Rieke in a barn north of Detroit where it had been stored since the repeal of Prohibition, effective Dec. 6, 1933. The gentleman selling the boat preferred to take the Fifth Amendment when quizzed about the former activities of the boat and its former owner, the seller's father.

When found, the 28-foot boat was powered by a 400 horsepower V-12 Liberty aircraft engine of World War I vintage (in itself, a rare find) with 1650 cubic inch displacement. The hull is constructed entirely of Honduras mahogany and all frames and ribs are of white oak.

Mr. Hacker, the manufacturer, was one of the world's leading naval architects in the field of high speed planing-type hulls. As you will note in the photographs of Rieke's unrestored craft, the engine was positioned considerably far forward and as a result, when the boat was empty of cargo, it would not plane properly. However, add a ton of Canadian Whiskey to the stern, and you obtain the balance for a high speed "rum run" across Lake Erie.

High speed performance was required only when the speed boat was loaded with "sauce," so little consideration was given any other circumstance.

So admirable was the performance of these Hackercraft that many of them were captured by the Coast Guard, had their engines repositioned and were used to intercept "rum running" sister craft.

As a result of an article in Rudder Magazine on Rieke's boat, he has received numerous inquiries and offers to sell which he says, "I will continue to resist and hope to have the craft restored in approximately six months."

Restoration is underway to completely re-do the hull, inside and out, to bring the craft into the same condition with the same passenger compartments as shown in the accompanying photograph (restored boat in water). The speed boat will be powered by a modified 600 horsepower Curtiss Model D-12 aircraft engine which should propel the craft in excess of 60 miles per hour. The original V-12 Liberty engine was donated by Rieke to his brother, Irvin Rieke, who, over the years, has assembled a numbr of old vintage aircraft engines which are on display at his Piper Aircraft facilities in Billings, Montana.

A limited number of Hackercraft have been preserved by their owners as classics who put them on display wherever classic boat enthusiasts have reunions, much as our own A-C-D reunion.

Said Rieke of his classic, "She must have had an exciting career in the past and after being inactive for approximately 36 years, she will have another career. This time, inside the law!"

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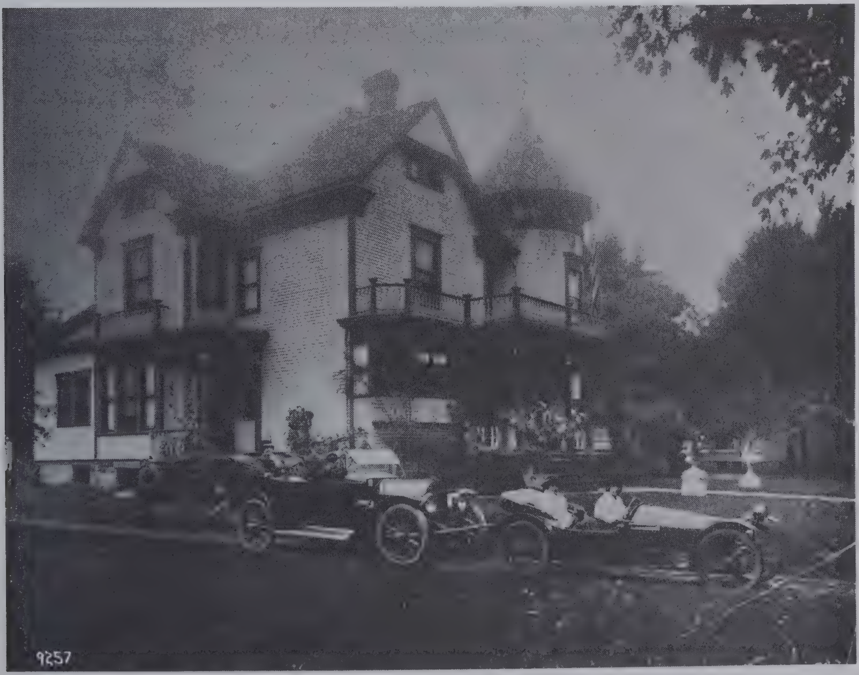
Cyclecar races and endurance runs were held.

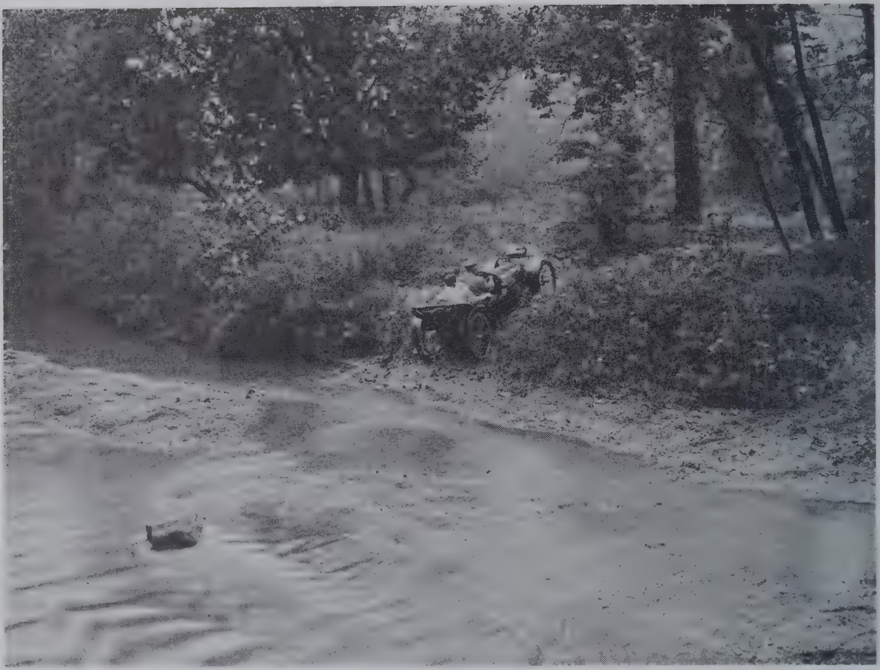
McIntyre used its large Plant Number Five on West Seventh Street in Auburn for the manufacture of the Imp. The plant is now the Rieke Corporation. The accompanying heretofore unpublished photographs show the Imp in various stages of manufacture along with many interior views of the plant.

In August, 1914, a new model was introduced. The car was drastically modified and by some standards would not have been considered a cyclecar. "Imp the Second" had a four-cylinder water-cooled engine. Although the 36 inch tread was retained, side-by-side or "sociable" seating was adopted. The body was more convential in appearance and was described as ". . . roadster type, torpedo streamline." The four-cylinder engine increased the car's weight to 850 pounds. The Imp the Second was in many respects a miniature of a conventional car in both function and appearance.

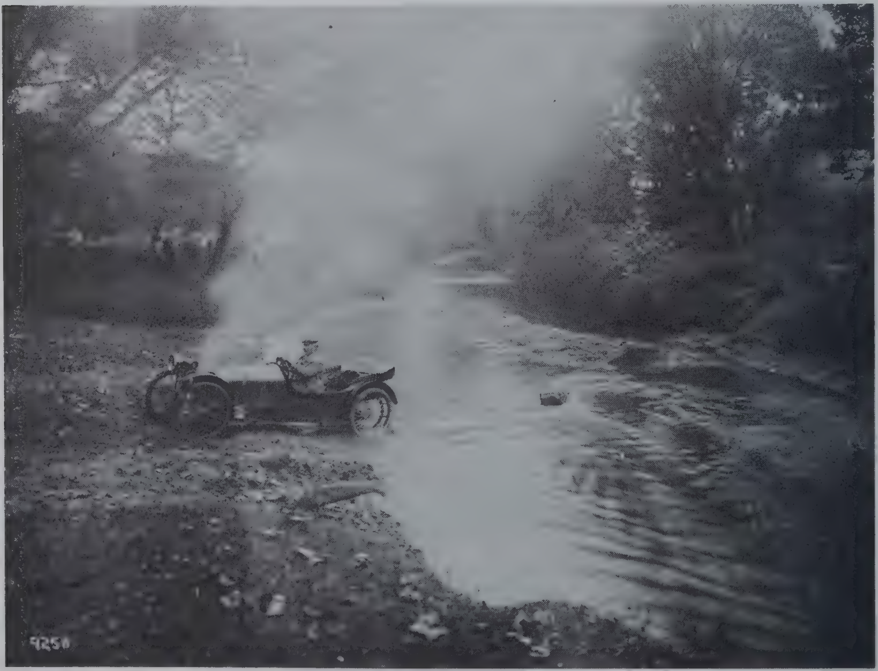
Cyclecars were poorly constructed and were generally not too durable. Their biggest disadvantage was the tandem seating arrangement. The side-by-side seating of the Imp the Second would have partially alleviated this problem but a 37 inch seat on a 36 inch tread would not

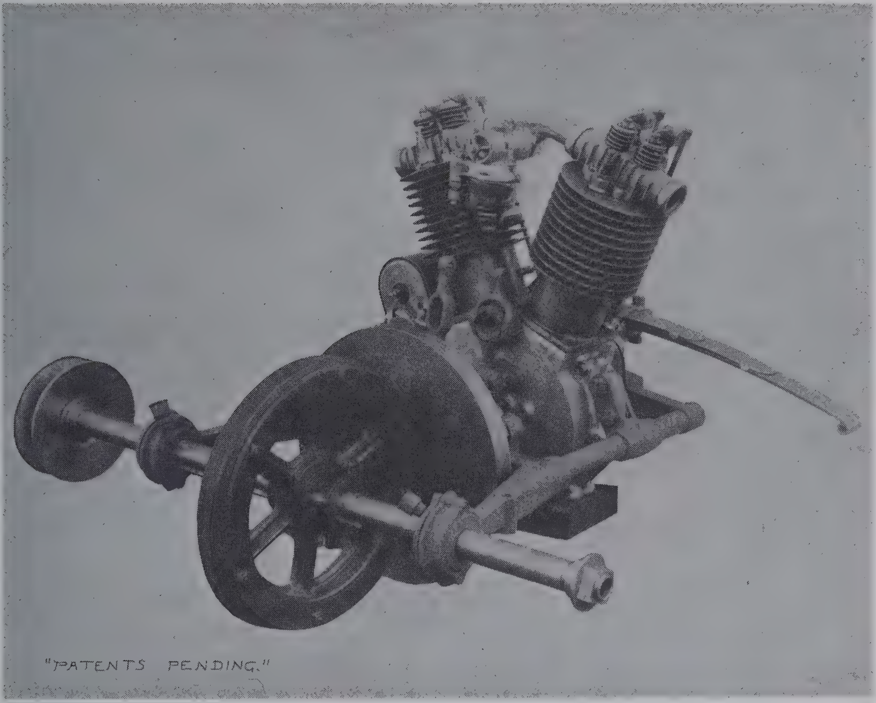


1914 McIntyre and 1914 Imp shown in front of W. H. McIntyre home at 703 South Main Street. The home is now owned by Mr. and Mrs. Gerald Weiler. George Treese is driving McIntyre (right-hand drive), W. H. McIntyre is in passenger seat, and Mrs. W. H. McIntyre is in the back-seat. Helen McIntyre is driving and Mrs. George Treese is passenger in Imp. Note "Old Bill", the McIntyre dog, in the Imp.



Pictures apparently intending to illustrate the versatility of the Imp. Tracks in bottom picture indicate that the car got no further than shown in the top picture and apparently over-heated in the process. Note that there are three people in the car in the top picture and only one in the bottom picture. W. H. McIntyre is driving in both pictures.





Imp V-2 engine and friction transmission. Large wheel perpendicular to engine slid sideways against the flywheel to vary speed.

have been the ultimate in comfort. The inexpensive belt drive caused many problems, espcially in climbing hills.

The Imp was built on a wood frame and used many wood components throughout. Due to its light construction, few Imps have survived. One of the few known Imps

continued on page 59

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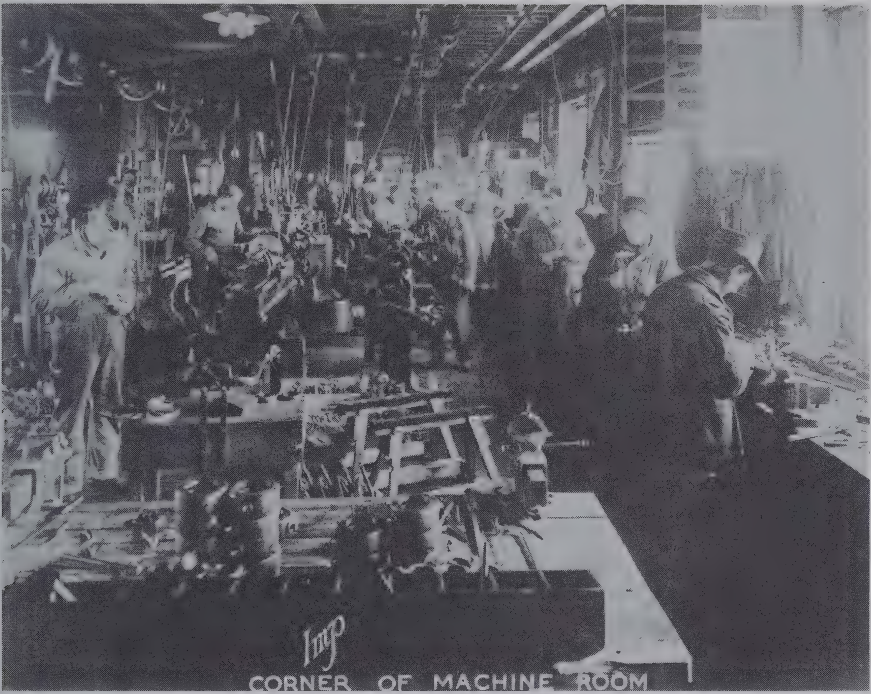
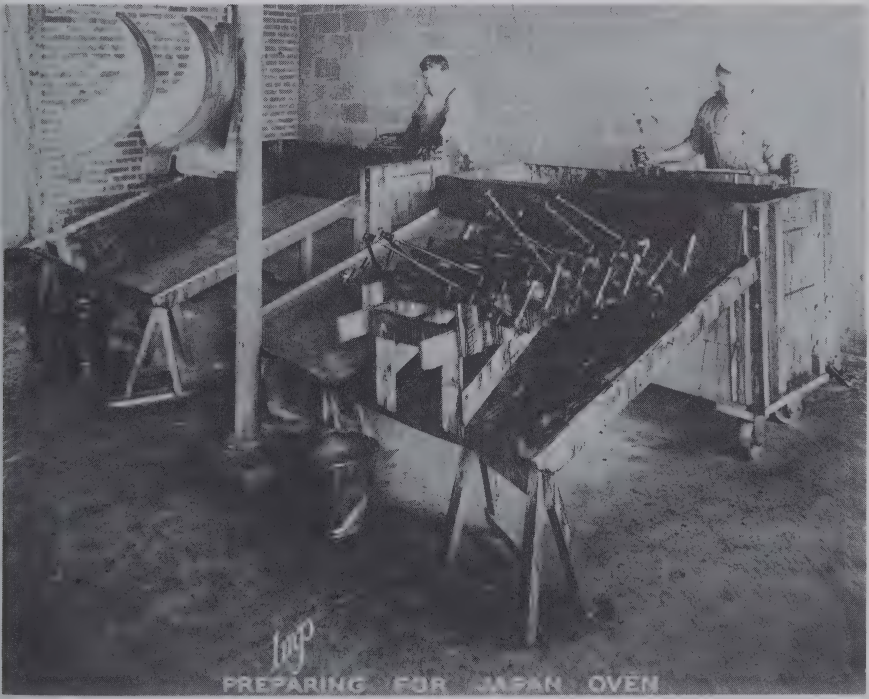


CORNER OF MACHINE ROOM



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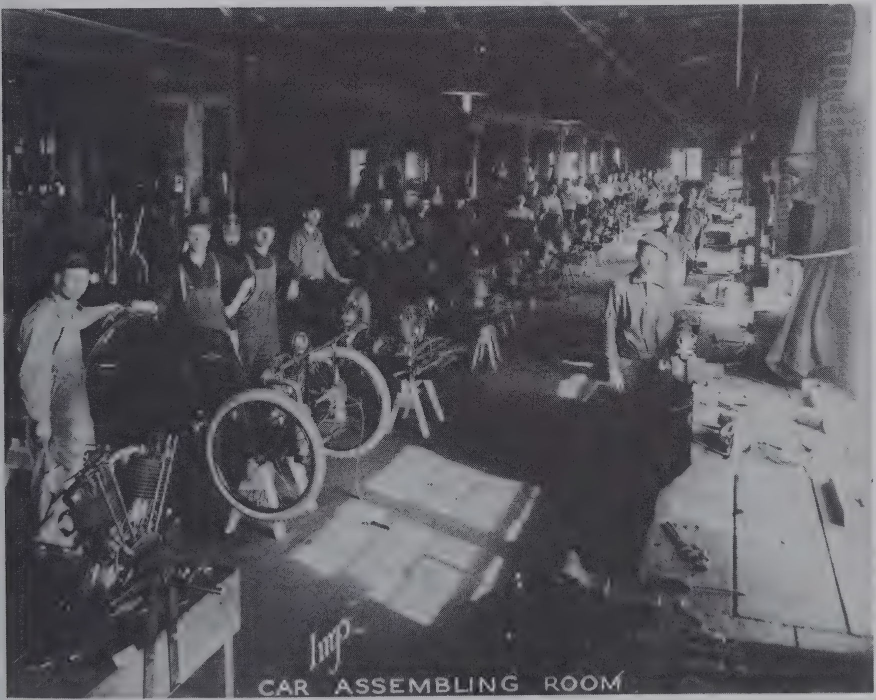

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is the one formerly in the F. R. Clouse Auto Repository in Auburn. It was sold several years ago and its present owner and location are unknown. Mr. Clouse's Imp is pictured elsewhere. There is also an Imp in Harrah's Automobile Collection at Reno, Nevada.

The cyclecar craze died as fast as it began. The little cars were no match to the mass produced conventional car. By 1914 the Model T Ford had reduced its price to $490 by the extensive use of mass production techniques. It was full-sized in every respect, had a 56 inch tread, and was just about as economical to operate as a cyclecar.

The W. H. McIntyre Company fell with the demise of the cyclecar. The company ceased operations in May, 1915. However, it has gone down in history for introducing one of the first cyclecars to America.

Acknowledgement is due to the following persons for information and pictures used in this article: Harry and John McIntyre, sons of W. H. McIntyre; James J. Bradley, Head, Automotive History Collection, Detroit Public Library; William S. Jackson, Editor, Antique Automobile; *William Mauer; Wallace Spencer Huffman, author of "Indiana-Built Automobiljes"; and Lucille Smith, Librarian, Eckhart Public Library.*

J. Bonestell

"I want a raise!!"

Auburn Automotive Heritage, Inc.

The Articles of Incorporation of the recently organized Not For Profit Corporation state that the purpose of the organization is:

To discover, procure, and preserve whatever may relate to the history of the automotive industry in the City of Auburn and the County of DeKalb, Indiana;

The Board of Directors of AUBURN AUTOMOTIVE HERITAGE, INC. are continuing to discuss and explore the means by which the stated purposes may be realized. Several directors have recently visited major automobile museums in Pennsylvania and Nevada in the pursuit of ideas. The most troublesome problems are a suitable site and fund-raising technique.

It is hoped that a small museum housing from eight to ten cars can be established and then expanded in the future. Several members of the Auburn - Cord - Duesenberg Club have indicated their willingness to either loan or donate their cars for display in such a facility.

Auburn is noted internationally for the cars it once produced, yet it presently has very little to show for it. Local citizens are beginning to realize this fact and hopefully will co-operate in the efforts of Auburn Automotive Heritage, Inc.

Your ideas, suggestions, and monetary contributions will be appreciated. They may be mailed to Auburn Automotive Heritage, Inc., Post Office Box 168, Auburn, Indiana 46706.

◆

This space donated by The Vanguard Publishing Co.

THE DEKALB COUNTY ASSOCIATION FOR MENTAL HEALTH

by Lana Yarian

The DeKalb County Association for Mental Health was reorganized in July, 1961, after a two year period of inactivity. Following the reorganization the new directors were the Rev. Leroy Buuck, Mrs. Clarence Pugh, Theo Webb, Mrs. Jack Sanders, and Mrs. O. L. Gronendyke of Auburn; Mrs. Dallas Wenn of Garrett; Miss Betty Rudolph of Waterloo; and Mrs. Lyle Hunter of Garrett. The officers elected were: President, Mrs. Gronendyke; First Vice President, Rev. Buuck; Second Vice President, Mrs Wenn; Secretary, Miss Rudolph; and Treasurer, Mrs. Sanders. Mrs. Clarence Pugh was appointed Publicity Chairman.

The group made plans to sponsor the collection of Christmas gifts for those in our state institutions and have sponsored this project annually since 1961.

To raise funds to adequately carry out the program of the Mental Health Association, the board requested entry into the United Fund of DeKalb County and Butler. They were accepted by both groups and have maintained membership in the United Fund since that time.

Even though the Mental Health chapter had not been active in DeKalb County for a short time prior to the 1961 reorganization, some funds were on hand and a pledge had been made to the DeKalb Memorial Hospital for payment toward a security room. The initial pledge was for $1400 and this was later increased to $2500. The detention room in DeKalb Memorial Hospital was made available through this contribution.

Each year the local chapter tries to reach different professional groups through educational programs, as well as having other educational projects in operation for residents of the county.

The group felt there was extreme need for an out-patient psychiatric clinic in the area and during the next three years the chapter concentrated on this program.

This constituted many hours of study, travel, and research in formulating the definite plan which the county would follow in the organization of such a clinic. Meetings were held in LaGrange, Noble, and Steuben Counties on the premise that a Four-County clinic would be most feasible. Members of the board visited various clinics in Fort Wayne, Warsaw, and Elkhart and met often with the DeKalb County Commissioners and requested and received much assistance from the DeKalb Medical Society.

The Four-Counties set up a special clinic committee which proceeded with the development of treatment resources intended to culminate in the Northeastern Indiana Psychiatric Clinic. Before the group could secure proper physical facilities, changes in the state and federal programs dictated the program be turned over to the Mental Health Planning Commission.

While they were not successful in the actual establishment of a clinic, arrangements were made with Oaklawn Psychiatric Center in Elkhart whereby residents of DeKalb County could be admitted on a regulated pay scale relative to income. These services are still available for the residents of DeKalb County but the funds financing the expense over and above that which the patients can pay is now paid through our county tax unit.

Further plans to develop a clinic have somewhat reached a stalemate, but the DeKalb County Commissioners, DeKalb County Council, and the Mental Health Chapter are very satisfied with the working arrangement we now have with Oaklawn Center.

It is the intent of the local chapter to keep abreast of the needs in our county as well as to concentrate on prevention programs. A mentally healthy citizen is most beneficial to the county. The chapter strives to raise the standards of care for those suffering from mental disorders both locally and in our state institutions. While much of our effort is spent in familiarizing the public with the methods used in care and treatment of persons who are emotionally or mentally disturbed, we endeavor to reach all ages through our program of education.

Recently the chapter has been focusing a great deal of time and attention on its Adopt-A-Patient program. This program emphasizes meaningful participation by the adopter and provides person-to-person volunteer services to hospitalized persons. The adopter volunteers to serve in a capacity similar to a relative or a friend of the patient. Cards, gifts, canteen funds, and an occasional outing are a few of the pleasures enjoyed by patients lucky enough to be adopted.

Volunteer Services is another area in which our local chapter encourages active participation. Volunteers are needed and always welcome at the Fort Wayne State Hospital and Training Center. They not only supplement the paid staff but they offer many talents and abilities which are needed there. Already several groups from DeKalb County have given parties for cottages of residents at the Center. Our board members are always on the lookout for interested people who are willing to give some time and energy to mend, entertain, or just work among the patients at Fort Wayne.

A brand new project of the local chapter is the formation of a Transportation Corps. For some time now, it has been evident that some persons were not receiving the treatment available to them at Oaklawn because of the lack of transportation. The chapter is now trying to recruit persons to drive to Elkhart and back transporting patients who are unable to provide their own means of transportation. The chapter stands the cost of the trip for each driver.

Late this summer the chapter

acquired a color animated film on retardation. The name of the film is "A World of the Right Size" and it is available for showing to interested groups or clubs. We feel fortunate in having acquired this film for it provides an interesting insight into retardation.

The past presidents of the local chapter are: Mrs. O. L. Gronendyke (1961-1963), Earl Notestine (1964), Mrs. Clayton Sattison, Jr. (1965-1967), and Charles Overmeyer (1968). The group was served by Mrs. Jack Wagner as Executive Secretary for several years and Mrs. Larry Yarian is the current Executive Secretary. Currently serving as officers of the local chapter are Mrs. O. L. Gronendyke, President; Dr. Norwin M. Niles, First Vice President; Mrs. Orval Bair, Second Vice President; Mrs. Clayton Sattison, Jr., Treasurer; and Mrs. Alfred Englehard, Secretary.

HISTORICAL DIGEST

GOOD NEWS!

THE WAR IS OVER—OFFICIAL.

Kaiser and Son Flees to Holland.

"News reaches Butler over wire officially deported to Indianapolis from Washington. Butler began celebrating at 7:45 a.m.

"The Armistice was signed Sunday at 2 o'clock which will put the world at peace. The terms were signed as laid down by General Foch. Germany is on her knees, a conquered nation, ready to accept any terms the allies hand out.

"Germany is in the hands of the revolutionanis. — The great Krupp steel works is in the hands of the new peace faction and the whole Kaiser machine is bursted. — The new reformers are proceeding without the shedding of much blood. — All the munitions factories have closed. — The palace of the Crown Prince has been seized by the revolutionists.

"BIG MONSTER PARADE AND CELEBRATION TONIGHT

"Leaving Town Hall at 7 o'clock. No Autos — Everybody in It — Men, Women and Children. Speaking and Singing.

"The world is now safe, our brave boys will soon be coming home, God bless them. Come and help celebrate their great victory — at 7 o'clock."

(From "Extra" issue of **DeKalb County Herald,** Butler, DeKalb County, Indiana, Monday, November 11, 1918. Note spelling and grammatical errors.)

DEKALB COUNTY INDIAN MOUNDS

Several Indian Mounds have been located and partially excavated in DeKalb County. In 1875 R. S. Robertson of Fort Wayne reported the excavation of several sites.

Near Waterloo there were two mounds about fifty feet apart. They were about thirty feet in diameter and four feet high. One mound contained a great number of human skeletons buried in a disorderly fashion. The other contained but a single skeleton.

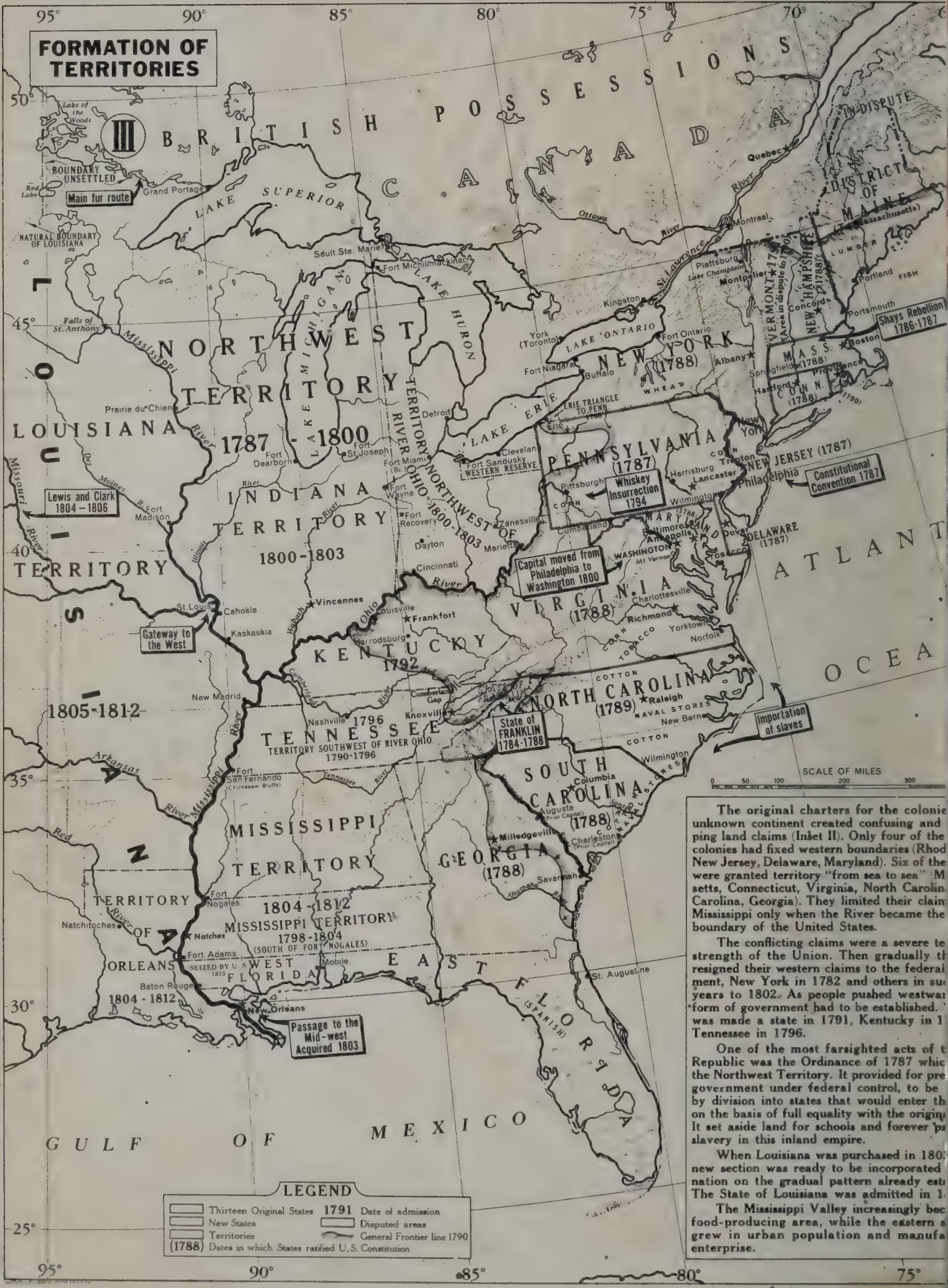
In the northern part of the County there was a large circular earthwork approximately six hundred feet in circumference with two "entrances" opposite each other. The earthwork was from two to three feet high and had a ditch all the way around the outside.

In Northwestern DeKalb County it was said that a thighbone "as large as a man's leg" and a skull "as large as a half-bushel measure" had been found. The alleged discovery led people to believe that prehistoric "giants" had once inhabited the area. Mr. Robertson's excavations of the sites disclosed only skeletal remains of ordinary size, however.

Mr. Robertson described one of the artifacts found in another DeKalb excavation:

> It is intended to represent a long-billed aquatic fowl, and was probably worn as a totemic emblem on the headdress of a prominent chief, to which it was attached by thongs passing through the holes drilled in the ends . . . I conclude that they were carried as emblems of authority in processions on state occasions.

FORMATION OF TERRITORIES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BRITISH POSSESSIONS
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Montreal
River
St. Lawrence
Ottawa
Lake of the Woods
Red Lake
BOUNDARY UNSETTLED
Main fur route
Grand Portage
NATURAL BOUNDARY OF LOUISIANA
LAKE SUPERIOR
Sault Ste. Marie
Fort Michilimackinac
LAKE MICHIGAN
LAKE HURON
Falls of St. Anthony
Mississippi
NORTHWEST TERRITORY 1787 - 1800
TERRITORY NORTHWEST OF RIVER OHIO 1800-1803
Prairie du Chien
LOUISIANA
Missouri River
Des Moines R.
Fort Madison
Lewis and Clark 1804 – 1806
Fort Dearborn
Fort St. Joseph
Detroit
Fort Miami
Fort Wayne
Fort Recovery
Dayton
Cincinnati
INDIANA TERRITORY 1800-1803
Illinois
Wabash
River
LOUISIANA TERRITORY 1805-1812
St. Louis
Cahokia
Kaskaskia
Vincennes
Gateway to the West
Louisville
Frankfort
Harrodsburg
KENTUCKY 1792
Cumberland
Cumberland Gap
New Madrid
Nashville
Knoxville
TENNESSEE 1796
TERRITORY SOUTHWEST OF RIVER OHIO 1790-1796
State of FRANKLIN 1784-1788
Tennessee River
Fort San Fernando (Chickasaw Bluffs)
Arkansas River
Red River
MISSISSIPPI TERRITORY 1804-1812
MISSISSIPPI TERRITORY 1798-1804 (SOUTH OF FORT NOGALES)
Fort Nogales
Natchez
Natchitoches
Fort Adams
TERRITORY OF ORLEANS 1804 - 1812
Baton Rouge
SEIZED BY U.S. 1810
WEST FLORIDA
Mobile
EAST FLORIDA (SPANISH)
New Orleans
Passage to the Mid-west Acquired 1803
St. Augustine
GEORGIA (1788)
Milledgeville
Augusta (Prior Capital)
Savannah
Altamaha
SOUTH CAROLINA (1788)
Columbia
Charleston (Prior Capital)
NAVAL STORES
NORTH CAROLINA (1789)
Raleigh
New Bern
Wilmington
COTTON
TOBACCO
CORN
VIRGINIA (1788)
Charlottesville
Richmond
Yorktown
Norfolk
WASHINGTON
Mt Vernon
Capital moved from Philadelphia to Washington 1800
Cumberland
Marietta
Zanesville
Fort Sandusky
Cleveland
WESTERN RESERVE
LAKE ERIE
Erie
ERIE TRIANGLE TO PENN. 1788
PENNSYLVANIA (1787)
Pittsburgh
CONN.
Whiskey Insurrection 1794
Harrisburg
Lancaster
Philadelphia
Trenton
NEW JERSEY (1787)
Constitutional Convention 1787
MARYLAND (1788)
Baltimore
Annapolis
Wilmington
Dover
DELAWARE (1787)
TOBACCO
NEW YORK (1788)
WHEAT
Albany
Buffalo
Fort Niagara
York (Toronto)
LAKE ONTARIO
Fort Ontario
Kingston
Plattsburg
Lake Champlain
Montpelier
VERMONT 1791 (Area in dispute to 1791)
NEW HAMPSHIRE (1788)
Concord
LUMBER
Portland
FISH
Portsmouth
Shays Rebellion 1786-1787
MASS. (1788)
Boston
Springfield
Providence
R.I. (1790)
Hartford
CONN. (1788)
New York
ATLANTIC OCEAN
Importation of slaves
GULF OF MEXICO
SCALE OF MILES
0
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LEGEND
Thirteen Original States
New States
Territories
(1788) Dates in which States ratified U.S. Constitution
1791 Date of admission
Disputed areas
General Frontier line 1790

The original charters for the colonie
unknown continent created confusing and
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colonies had fixed western boundaries (Rhod
New Jersey, Delaware, Maryland). Six of the
were granted territory "from sea to sea" (M
setts, Connecticut, Virginia, North Carolin
Carolina, Georgia). They limited their clain
Mississippi only when the River became the
boundary of the United States.

The conflicting claims were a severe te
strength of the Union. Then gradually th
resigned their western claims to the federal
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One of the most farsighted acts of t
Republic was the Ordinance of 1787 whic
the Northwest Territory. It provided for pre
government under federal control, to be
by division into states that would enter th
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It set aside land for schools and forever p
slavery in this inland empire.

When Louisiana was purchased in 180
new section was ready to be incorporated
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The State of Louisiana was admitted in 1

The Mississippi Valley increasingly bec
food-producing area, while the eastern s
grew in urban population and manufa
enterprise.

Courtesy of Modern School Supply, Goshen, Indiana

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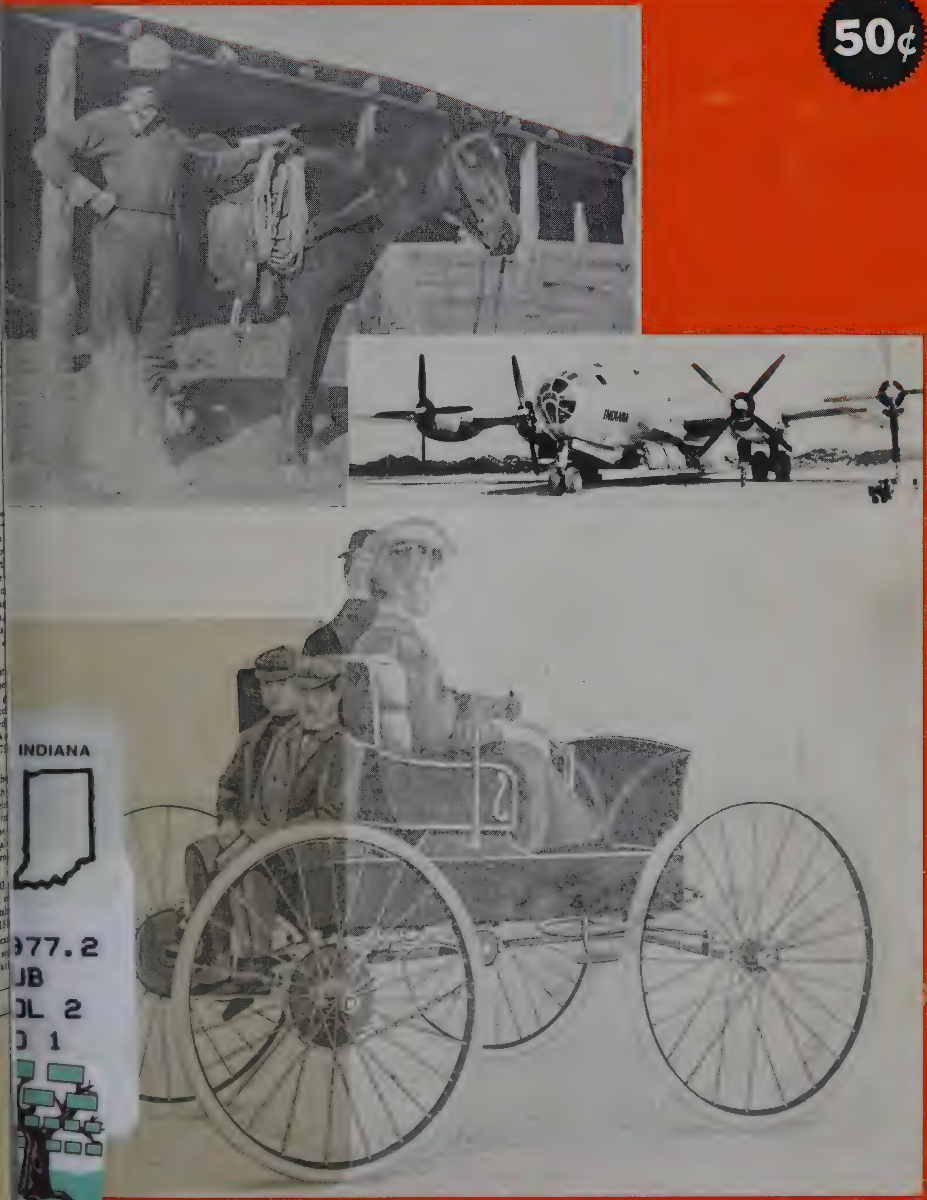

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AUBURN DEKALB

VANGUARD

APRIL, 1970

VOLUME II NUMBER I

A Vanguard Publication

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AUBURN, IND. 46706

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"Superfortress missions over Japan were started in February, 1945 . . . Lt. Howard Thimlar established a record—flew more combat missions than any other B-29 airman in the Pacific."

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We're proud to help celebrate the 25th anniversary of this company and tell it's history.

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An Auburn industry with over 58 years of progress.

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contributing editor

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M. R. GRUETER
photography

COVER: 1) James Latson at a mountain ranch in New Mexico. Note gun, cartridge belt, high-top boots and rope. A real DeKalb County Cowboy! 2) The B-29 named "Indiana" by her Captain, Auburn's own "Hod" Thimlar. 3) An advertising illustration of the Kiblinger automobile taken from a 1907 catalog.

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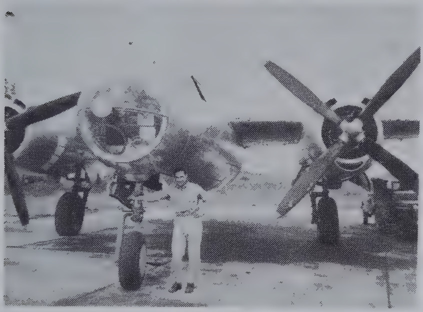
CAPT. HOWARD R. THIMLAR
Army Air Force, AO-802-802

Leo M. Litz, war correspondent for the Indianapolis News, in his book Report from the Pacific tells it like it was, "Superfortress missions over Japan were started in February, 1945, . . . Lt. Howard Thimlar established a record—flew more combat missions than any other B-29 airman in the Pacific."



This WWII photo shows "Hod" and a B-26 in Orlando, Fla.

Howard R. Thimlar, known to Auburnites and friends as "Hod," operates DeKalb Motors at 1415 N. Main Street in Auburn, and resides with his family at 749 North Cedar Street, but 'twas not always so.

In 1942 "Hod" wanted to help the war effort, and especially he wanted to fly. He was near the top age for pilots and had been out of school about 10 years; nevertheless, he successfully completed the examination for aviation cadet at Baer Field, Fort Wayne.

Ordered to report to Nashville, Tennessee, for classification—pilot, navigator, or bombardier—Hod was classified for pilot training at Maxwell Field, Montgomery, Alabama. He recalls, "I could not buy the hazing from the upperclassmen as I thought with a war on it was a waste of time, and being the oldest cadet in the group did not help the situation. While at Maxwell I did find out for myself the old man was a lot tougher physically than most of the other cadets."

Then it was off to Dorr Field, near Arcadia, Florida, for primary flight training. Looking back, he said, "One outstanding feature here was a lousy mess hall; where they obtained their meat is one of the mysteries of the war."

After primary flight school "Hod" moved to basic flight training at Gunter Field, Montgomery, Alabama, to fly a heavier and more powerful airplane, the BT-13.

Almost every cadet thought of single engine advance flight, but his orders were for twin-engine school at Blytheville, Arkansas. Here "Hod" was introduced to the AT-9, an all-metal ship the French used as a fighter-bomber, and the AT-10. To break the monotony of repeated take-offs, landings and air work, "Hod" and his instructor would frequently go down to just over the tree tops and buzz one of the two chicken farms in the area. This introduction to low flying, which he liked very much, was to later serve him in good stead.

Finally came graduation, silver wings, 2nd Lt. bars, and orders to report to Army Air Force School of Applied Tactics (AAFSAT),

"Hod's" WWII crew at McCook, Nebraska, just prior to going overseas.

Orlando, Florida, the newest center of attraction for the United States and our Allies. Every type of airplane the Air Corps used was there; test and development of aircraft and equipment, along with tactics and techniques, made this an all-important part of the war effort.

He learned at Orlando to fly the B-26, B-17, and AT-23. The B-26 was a twin-engine bomber that carried a bomb load equal to the four-engine B-17. It landed and took off very hot; in the air and with power off it had the glide angle of a brick. "Hod" remarked, "A Captain Trees taught me how to fly this ship, and I'll never forget the take-offs with him; he would get enough air speed and lift to let the struts extend, then signal me to pull the landing gear up. This procedure had a tendency to stir one's blood as you could look outside and still see the wheels on the ground. The technique of flying this aircraft was good, and I patterned the rest of my flying from it."

At Montbrook Air Force Base, Florida, he was checked out as first pilot of a B-17, the "Flying Fortress;" then on to Brooksville Air Force base, another field in Florida. He said, "In one demonstration for the wheels of the United States and our Allies, we flew eighteen B-17's with six flights of three ships, nose to tail, staggered and made a formation drop on a simulated Normandy Beach at Vero Beach, Florida. This was a very successful bomb drop and was probably used in the invasion of Europe."

He remembers, "One time we were flown to Little Rock, Arkansas, to pick up and deliver a B-17 to McCook Air Force Base. I filed a flight plan to McCook via Baer Field, Fort Wayne. The 17 we picked up was in poor condition; poor brakes, flaps would only go down 10°, and our engine would barely carry itself. We arrived over Auburn at dusk and had to make a couple of low passes over town (to locate ourselves); as it was dusk we could not get too low . . . I'd always wanted to do this with a B-29, but it never came about."

Air crews were made up and would stay together for the remainder of their time as a combat unit in the 9th Bomb Group. Before long came the big news, the 9th Bomb Group would leave AAFSAT and its personnel would form the nucleus of four new B-29 bomb groups; one of these would be the Atom-bomb group at Wendover Field, Utah. Later on overseas the A-bomb group and Hod's group would operate from the same airfield in the Pacific. He recalls, "Our group commander had a preview of the B-29 and told us as much as he could about it; mainly that on take-off and becoming airborne to keep low, about 200 feet, and get 200 to 210 m.p.h. indicated airspeed; this cooled your engines that were over-heated from ground operation and take-off high power settings." He also recalls the flight characteristics of the B-29, "Climb to 800 to 1000 feet above your determined altitude for flight, then set your power and dive back down to your picked altitude. This procedure produced a cruising airspeed of 205 to 210 m.p.h. If one failed to fly the B-29 this way, his cruising airspeed would register at 185 to 195 m.p.h. and result in higher gas consumption for the duration of the flight. The B-29 on landings was somewhat tricky, as it required cross control to keep it where you wanted it to go; somewhat like a temperamental woman, you knew what was supposed to happen, only it did not always turn out as such."

The crew picked up their new combat B-29 at Herrington, Kansas, flew two or three short flights to calibrate instruments and then went to California. On the way they stopped at Hill Field, Ogden, Utah to load one spare engine and numerous spare parts; the bombays were loaded full. Upon taking off and climbing out of the field, No. 3 engine blew a jug (cylinder) and caught fire. They were held up several days here as they would not use the spare engine but had to wait for another. It was here he painted the name "Indiana" on the nose of his Superfortress.

The crew's orders, marked "Secret," were waiting in California — destination Tinian Island via Hawaii and Kwajalein. The crew took off at night, not too good weatherwise. Shortly after leaving the coast they had radio trouble and could not get it working. Hod was ready to turn back, not at all happy about the prospect of a night landing in a heavily loaded ship with marginal weather. Captain Fuller, a deputy operations officer riding along, said he would take full responsibility if Hod would rather go on to Hawaii. Upon landing at Hickam Field, Hawaii, Hod was immediately summoned to the operations office; knowing why, he took Captain Fuller along. He recalls, "The operations officer proceeded to raise all kinds of Hell about how air-sea rescue was alerted for us and even mentioned court-martial. Captain Fuller told him to simmer down and asked for the use of a telephone. Whom he talked to I never knew, but I did know his father or uncle was a general in the Air Corps . . . . Our troubles were over."

In a few days they were up and away to Kwajalein Island, and then on again to Tinian Island — four landing strips, side by side, 10,000 feet long. This was to be their home base; from there they would bomb the Japanese Empire.

The crew's ground echelon arrived earlier and had listened to Tokyo Rose on the radio. She welcomed the 9th Bomb Group to Tinian so the "Secret" orders were not so secret.

Soon came the mission they had trained for; formation bombing of Tokyo at 30,000 feet. Howard said, "We found the target area completely covered by thick and high clouds. The run was made by radar; no enemy fighters but flak right off our wing tips . . . .

"The weather over the Empire was difficult to figure; this factor and bold strategy brought about the low level fire-bomb raids we were about to undertake. We hit city after city; night after night, with 200 to 400 B-29's. Bombing altitude was down to 6500 feet; traffic over the targets was not too well controlled.

"We would take off from Tinian with full bomb load, 6600 gallons of gasoline plus full equipment (gross weight about 166,000 lbs.). For the first two or three hours we would stay low over the ocean (300 feet). Burning up 750 gallons of gas per hour during this period would take our gross weight down enough to let us climb to a safer altitude (1000 to 1500 feet) economically."

Hod had an excellent crew, and all of them worked together to do the best job possible. Navigation was so good that not once did they miss their landfall. Just prior to landfall they would climb to bombing altitude, hit their landfall and make for the initial point to start the bombing run. From initial point to target they were committed; no deviation from the bomb run regardless of opposition; that was what they were there for.

Hod's crew used less gasoline on a mission than any other crew in the group, due to navigation techniques and flying the airplane, not letting it fly you. The wing and group flight engineers came up with a cruise control chart each mission, but they did not know the airplane. Hod flew the ship for airspeed with power settings to keep the engines cool; as a result, they were over targets early in the raid and back at base sooner than the rest of the

Tinian, WWII: Following a rough mission "Hod" is pictured with a gaping flak hole above his right shoulder.

group, landing with more gasoline left in their tanks. Due to their group record for cruise control they were picked for the longest mining mission flown off Tinian. On this night mission they mined Niigata Harbor 160 miles north of Tokyo at 1000 feet altitude. Hod and his crew flew several of these mining missions; his group mined the narrows of every waterway in the Empire, which was a crippling operation for the Japanese as their waterways were their routes of transportation.

One mission stays in his mind; it was a night fire bomb raid, and they were doing well until they passed Iwo Jima. Their No. 3 engine began losing oil badly; the crew operated it for about ten more minutes until the oil reserve forced them to shut it down. Now they had to pull extra power on the other three engines which could cut them short of gasoline, and they knew they could not make the primary target. They figured their range of action and picked the coastal town of Tsu to hit. He often thinks of how much death and destruction they dropped on this unsuspecting town, and has many times wanted to write to some town official there and inquire what they suffered this certain night.

The crew had occasional mishaps, and Hod particularly recalls one night when they put the smoking lamp out for sure! "We had just taken off with a full load for the

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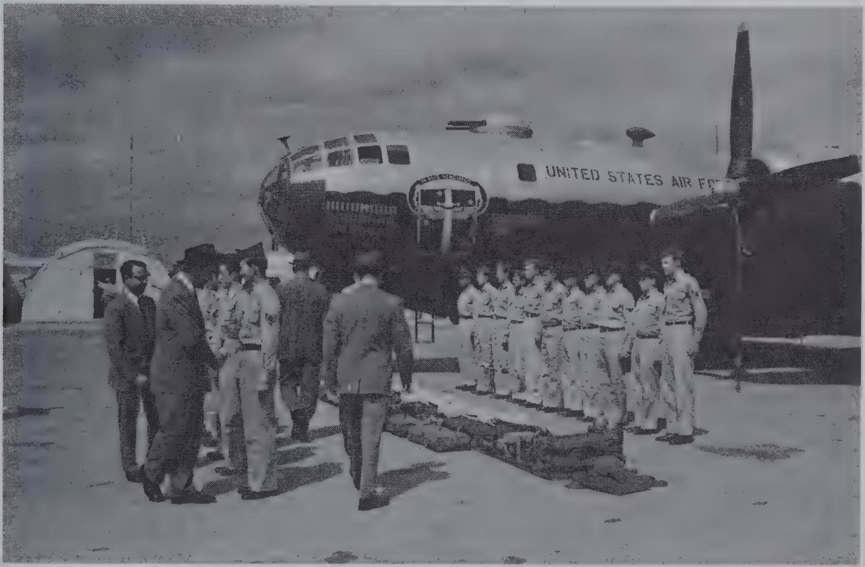
Empire when my tail gunner called on interphone and informed me we had siphoned gasoline, and it was pouring in the ship and all over him . . . high octane gas was flowing back along the top of the ship and in the hatch above his head that he had opened for take-off . . . he was drenched with gas. I told him to shut the put-put off and pray no spark would set off an explosion. Leaving the hatch open plus a rear entrance door helped air out the area of the ship and soon he was dry enough to call me again. We talked it over and continued our mission successfully, thanks to Lady Luck."

Some nights they bombed by radar in solid overcast; with this condition and riding the propwash of another B-29, they prayed he was flying airspeed and altitude as briefed.

An incident is recounted by Mr. Litz in his book Report from the Pacific describing a mission the Superfortress "Indiana" made over the Empire: "It was his 28th mission flown in 13 hours and 50 minutes over an oil refinery at Yokkaichi . . . ." Mr. Litz counted 20 flak holes—one of which tore a big hole just about 12 inches above Hod's head. The bomber formation battled enemy fighters unescorted in the vicinity of the target; the flak damage depressurized the "Indiana"; nevertheless she was the first plane in the squadron to get back.



Okinawa, Korean War: "Hod's" crew was chosen to stand inspection by Washington dignitaries.

Hod received a commendation for participation in three of the five history-making, low level, incendiary raids on the Japanese Empire which were known as "The Blitz." These were 3,000 mile, 15-hour missions

continued on page 35

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Homesteading in New Mexico

The Saga of Eight DeKalb County Families' Settlement in New Mexico and Their Return

As Told To JOHN MARTIN SMITH by MRS. AUBREY (WILMA) WILSON

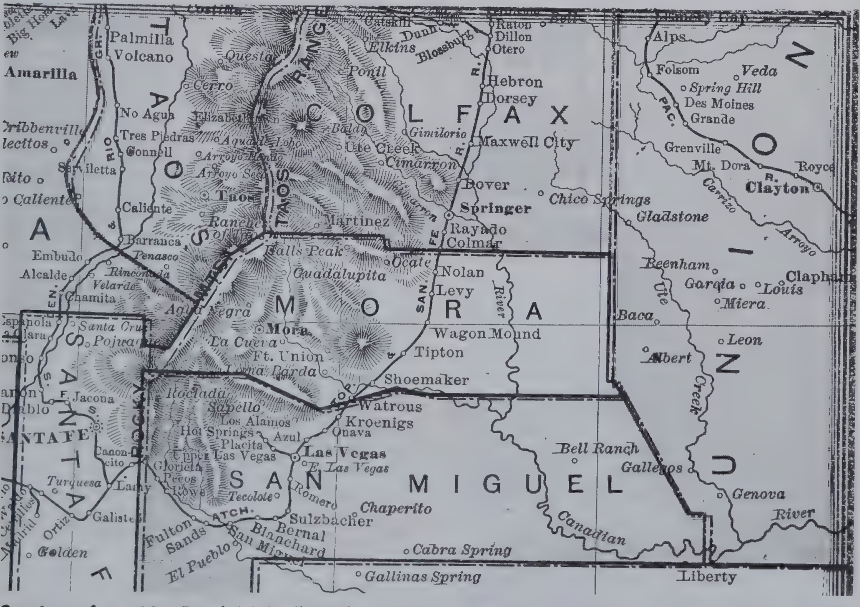
"One hundred and sixty acres of free land!" read the advertisements sponsored by the Federal Government. "Land is plentiful in New Mexico Territory!" "Have it surveyed, live on it for five years, and it's yours.!"

New Mexico was still a territory and could not become a state until it had a minimum population of 350,000. The government was very interested in adding another state to the Union and made settlement look very attractive.

By 1908 land in DeKalb County was increasing in value and difficult to obtain. The offer sounded good, especially to the adventurous, though cynics quipped "the government will bet you one hundred and sixty acres of land that you cannot live on it for five years!"

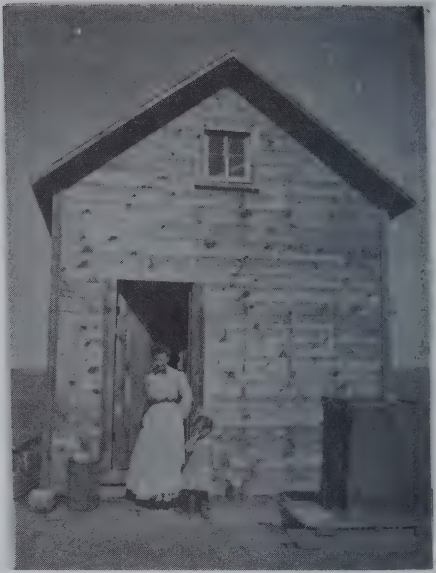
The offer interested Dr. J. C. Baxter, a bachelor Auburn physician with an adventurous streak. He theorized that the Southwestern climate would be extremely healthful and began discussing the possibility of moving there with friends and patients. Interest increased and soon eight DeKalb County families decided to accompany Dr. Baxter to New Mexico and take advantage of the government's offer.

There was much community interest in the families' plans and it



Section of a 1895 Rand McNally Atlas showing location of Colmar & Levy, New Mexico. These towns cannot be found on a current atlas.

MAUDE LATSON, WILMA — 1907



James Latson home near Levy, New Mexico Territory. Mrs. Maude Latson and Wilma Latson (Wilson) are shown in doorway.

WILMA, HORSE BACK, HER DOG

MAUDE LATSON, MARGARET LATSON, WILLIAM GRAHAM, WILMA LATSON, IN NEW MEXICO

AREN'T WE DRESSED UP?

was thought that other families would soon follow. The original group consisted of the following families: Mr. and Mrs. James Graham; Mr. and Mrs. Will Graham; Lotta Graham; Mr. and Mrs. Clint Keller and their daughter, Vera; Mr. and Mrs. Hugh Dawson; Mr. and Mrs. Jay Dilgard; and Dr. Baxter. (Will and Lotta were children of Mr. and Mrs. James Graham.)

Most were farmers and intended to continue farming in New Mexico. Since they desired to take all of their household goods, farm equipment, and horses and livestock with them, rail was the only feasible means of transportation. Thus they engaged a boxcar and moved all of their possessions from their farms west of Auburn to a siding in Auburn and loaded everything, including a pump organ and a piano, into the boxcar. The next day the boxcar was attached to the end of a passenger train and headed for Chicago. The ladies and children rode in a passenger coach accompanied by James Graham. The other men rode in the boxcar.

It was April, 1908. The group was heading for a new land, a new life. They were anxious to get to New Mexico to see if it lived up to the government's promises.

After a brief layover in Chicago, the group proceeded southwest. The men remained in the boxcar, both to save passenger coach fare and to care for the livestock. The trip took several days and many stops. Their ultimate destination was Levy, New Mexico, a town that cannot be found on a map today.

The train arrived at Levy in late afternoon. The boxcar was set off on a siding. The women and children left the comfortable passenger coach. None had been to New Mexico before and they knew nothing about the area, save what they had read in the government advertisements and school geography books.

The land and the climate were formidable. Nothing but sand in every direction. Trees were almost nonexistent, and the few present were nothing but scrubby saplings. The wind was blowing at a gale velocity and carrying stinging sand with it. But it was too late to turn back. Their decision had been made and they were determined to make the best of it.

DeKalb County Pioneers branding cattle near Levy, New Mexico Territory.

Levy was not much of a town.

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There were a small depot, a general store, a few houses, but no hotel. Anticipating this, the group had brought two tents for temporary accommodations. Having never erected a tent, they had considerable difficulty getting them above ground in the gale winds. They finally succeeded about dusk and began organizing their beds and other essential items.

Dr. J .C. Baxter, his dog "Sport," and his adobe home.

It did not take long to discover that they had made one big mistake in putting up the tents. They faced the west and soon began filling up with sand carried by the wind. As soon as they shook the sand out of a blanket, more blew in to replace it. There was no alternative, the tents would have to be turned around. Thus in the dim light of kerosene lanterns which were difficult to keep lit, they tore down and re-erected the tents, situating the openings to the east.

The smaller tent was used for cooking and contained one bed where Mr. and Mrs. James Graham and Lotta slept. All the rest slept in the larger tent which held three beds and other furniture. They lived in this manner for two months until lumber and other supplies could be shipped in by rail.

Meanwhile, the men began looking for the land they would claim. The government's conditions were that the quarter section be surveyed and that the homesteader personally reside on it and cultivate it for five years. Generally, the land was all alike. Sand and more sand! The two Graham families selected adjacent tracts about two miles from Levy. The others were about a mile away.

Lumber finally arrived by rail in Levy and was moved by team and wagon to the sites where the houses were to be built. They assisted each other in building very plain and simple frame houses with but a single window and door. They were much less elaborate than the comfortable homes they had left in Indiana but were adequate. Dr. Baxter built an adobe house with the assistance of the Mexican natives. It was probably more functional and practical than the frame houses of the others.

Dr. Baxter soon became well known in the area as a physician. At first he made his calls by horse and buggy and later in a Model T Ford. He was always accompanied by his dog "Sport." Dr. Baxter assisted in the birth of several babies born to the DeKalb County pioneers — William Graham in 1909, Margaret Latson in 1910, Robert Graham in 1911, Richard Graham in 1913, Kenneth Graham in 1916, and John Graham in 1917.

Near Levy, New Mexico Territory. Mr. James Graham is on right and Mrs. James Graham is on left.

Communication was slow between New Mexico and Indiana. At home relatives anxiously awaited news from the adventurous group. The picture was not as rosy as it could have been but an additional family was attracted — probably more by familial ties than by the advantages of New Mexico. In late 1908 Mr. and Mrs. James Latson and their little daughter Wilma joined their family in New Mexico and entered land adjacent to the Will Grahams. Mrs. Latson (Maude) was the

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Trees were a rarity on the New Mexico Prairie. From left to right Vesta Graham, William Graham, Robert Graham, Emily Graham (Mrs. James), Will Graham, and James Graham.

daughter of Mr. and Mrs. James Graham and the sister of Will and Lotta Graham.

The wind never ceased to blow. The air was always full of sand. The most tightly built house would not deter it. Sand and dust were always everywhere, on the furniture, in the beds, in the cupboards, and in the food. Pancakes often contained as much sand as they did flour. The sand drifted in a manner similar to snow and had to be shoveled away from doors and gates.

The dry arid land did not enable the homesteaders to be self-sustaining. All had gardens but were not able to produce as much food as was needed. They all had some cattle which were fed millet and kaffir corn, the only types of grain crops the land would produce. Most supplemented their meager incomes by "working out." Will Graham taught at a mountain school some distance away. James Latson worked as a cowboy and sheepherder at a mountain ranch. The women stayed at home to care for the children, garden, crops, and cattle while the men worked. At first they were afraid to stay alone in such a desolate place but they helped each other and found the Mexican natives accommodating when they were needed.

Their diet was somewhat different than what they were used to in Indiana. The staple food was Mexican beans. Bread, chicken, milk and eggs were plentiful. What could not be produced on the land or obtained in trade from neighbors was purchased at the general stores in Levy or Colmar.

Taken for granted in DeKalb County, water was a real problem in New Mexico. It had to be purchased for ten cents a barrel from a Mexican family who lived about two miles away and were fortunate enough to have a well. It was hauled in a fifty gallon barrel mounted on a "sand sled" pulled by a single

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horse. A canvas cover was used to keep the water from the hot sun during the trip back. Water had to be obtained frequently for both the family and the livestock, and its purchase was usually the responsibility of the women. On one occasion Lotta Graham and Vesta Graham (Mrs. Will) went for water, each with a nickel. The Mexican family did not seem to be at home when they arrived, so they proceeded to draw their own water. They were about to leave, congratulating themselves upon being able to each keep a nickel for themselves, when a small Mexican boy jumped out of the bushes and demanded payment for the water. Wells were later dug but they produced sulphur water which could be used for livestock, but was unfit for household use.

Shortly after their arrival the group established an informal Sunday school and church. At first they met in the Will Graham home so as to be able to use their pump organ. A preacher from England who lived in the area consented to lead services. Soon settlers from miles around and a number of native Mexican families were in attendance. The group became too large for the home so it was decided to build a combination church and school at Levy. The building was constructed of adobe blocks. In the pioneer tradition, the men gathered and raised the building in a single day. The women accompanied them and prepared a large noon meal.

James Latson with his team and wagon in Colmar, New Mexico Territory. Stencil on side of wagon says "Made for Callender Hdw. Co., Angola, Indiana."

Another preacher was obtained sometime later. He lived about twenty-five miles away and traveled this distance each Sunday by horse and buggy. Lotta Graham became one of the teachers in the school.

continued on page 43

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It is fitting that we pause at this milestone in our growth to pay tribute to the many men and women . . . employees, suppliers, distributors and customers . . . who aided in this achievement. With their cooperation we have been able to design, engineer and manufacture vocational furniture that has met with phenomenal acceptance. To all who helped, we extend sincere thanks and appreciation.

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GARRETT TUBULAR PRODUCTS, Inc.

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Garrett Tubular Products, one of the nation's leading suppliers of vocational education furniture, can trace its beginning to 1945 in Wabash when Emil L. Herbolsheimer and his son, Bruce, launched a business engaged in the production of housewares, such as step stools, laundry hampers and frying pans. Their initial modest investment proved wise, and the need for more space was answered by the availability of suitable facilities in Garrett. In 1946 Roger Herbolsheimer joined the firm, then known as Hardware Engineering.

The late Emil Herbolsheimer also had an interest in the Kendallville Machine Company; its operation was moved to Garrett in 1949 and joined with Hardware Engineering. During the Korean War the firm machined parts for tanks, loaders and other vehicles. In 1950 Hardware Engineering discontinued the manufacture of housewares and pursued the manufacture of a line of adjustable chairs.

DOUGLAS D. MARSH
Vice-President

In 1956 the firm changed its name to Garrett Tubular Products, Inc. to better reflect the type of school and institutional furniture being made at that time. The company patented a unique adjustable chair featuring a "Lift-Lok" mechanism which adjusts seat or table-top height to desired level and locks automatically.

Garrett Tubular's line of products is made of round and square steel tubing, and they classify their furn-

A FEW PRODUCTS OF GARRETT TUBULAR

iture as follows: for business machines, bookkeeping, and typing training; for arts and crafts; chairs and stools; and book trucks. The latter are furnished to schools, libraries, laboratories and institutions of higher learning.

Garrett Tubular's school equipment is distributed through jobbers who supply customers throughout the 50 states and in some foreign countries. The firm advertises nationally and annually exhibits its products at several school conventions.

The original floor space of 20,000 square feet has been gradually expanded to nearly 70,000 square feet; innovations include a continuous conveyor assembly line, an airless electro-static spray booth, an infrared baking oven, and a plastic strapping machine to seal shipping cartons of any size or weight.

Under the helm of the following corporate officers, Garrett Tubular Products, Inc. continues to prosper: Bruce E. Herbolsheimer, President; Iona Herbolsheimer, Vice-President; Douglas D. Marsh, Vice-President, and Roger Herbolsheimer, Secretary-Treasurer. Robert O. Randolph is director of personnel and traffic; William W. Krider is director of purchasing and data processinng. John C. Newlin is plant superintendent, and factory foremen include Dale Sleek, Harvey Frain and Al Fields.

DeKalb County recognizes Garrett Tubular's contribution to the growth of our economy, and hails its remarkable growth from a relatively austere beginning 25 years ago.

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Auburn Foundry has been an industrial resident of Auburn's west side since December, 1911, when Burr O. Fink negotiated a loan to enable him to lease a 50 ft. x 75 ft. foundry building located on the present site. There had been a gray iron operation there for several years prior to that. Burr Fink came to Auburn from Fort Wayne earlier in the year of 1911 as manager of the local gas plant, which was then a division of the Fort Wayne utility. Fink had some knowledge of foundry and machine shop operation as a result of helping his father in a small shop which the elder Fink operated near Converse, Indiana.

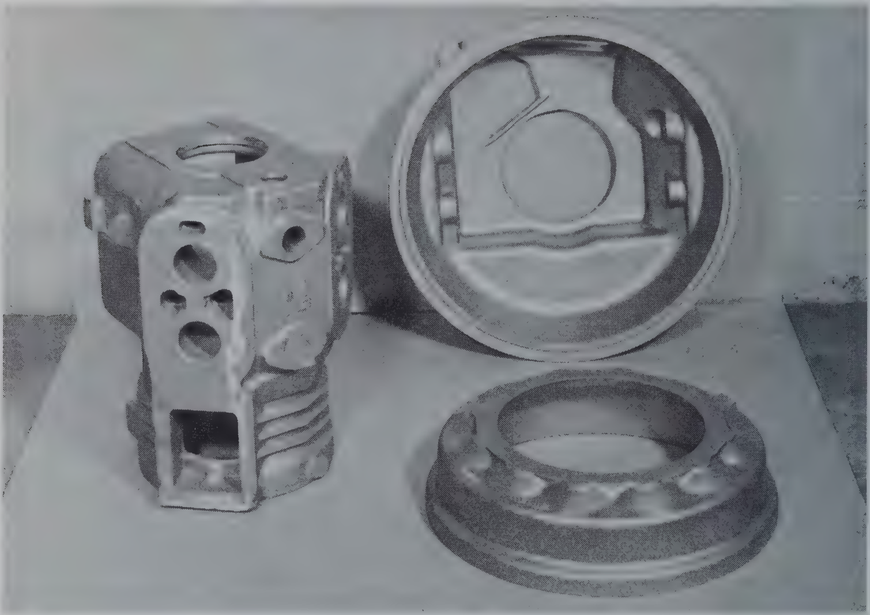
The two major customers in the early years were the Wayne Pump Company and General Electric, both in Fort Wayne. During the first World War, the foundry became a supplier of a particular armored tank track roller casting, which resulted in a hasty expansion of production facilities to a daily melt of over 100 tons per day. From 1920 to 1950 the melt fluctuated between 20 and 50 tons per day as business volume required.

In 1921 the company was looking for a product to manufacture that would require gray iron castings and would reduce its dependency on the business fortunes of its foundry customers. It entered the stoker business and soon became a leader with its line of hydraulic underfeed stokers for automatic coal firing of loads requiring from 400 to 2100 pounds of fuel per hour. In 1936 it developed a line of mechanical worm feed stokers for domestic and smaller uses. The stoker business fell off rapidly after the second World War as people turned to the use of gas and oil burners, and stoker manufacturing was discontinued in 1965.

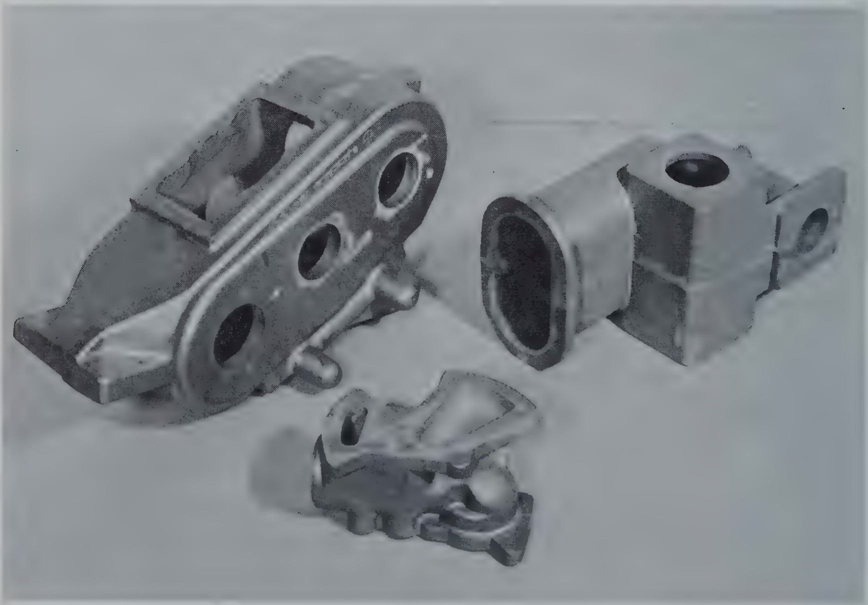
During the second World War the foundry made castings for, and the Stoker Division assembled several models of, shipboard cooking ranges as subcontractors to Preferred Utilities Corporation of New York. The Stoker Division also supplied machined components for artillery fuses as a subcontractor to the Crosley Corporation.

In January, 1951, the foundry plant was completely destroyed by fire. Clean-up and rebuilding was begun soon after and operations were begun again in September, 1952, in a new foundry plant of 45,000 sq. ft. area, which was only about 70% of the area of the old plant, but due to a more modern layout its single shift capacity of 60 net tons of melt was slightly greater.

Major expansion projects were completed in 1954, 1959, 1964 and 1966, and today the foundry plant comprises 116,000 sq. ft. of space. Daily melt capacity on a two shift basis exceeds 200 net tons. Total employment is 245, of whom 30 are office and supervisory personnel. The majority of castings are produced for manufacturing industries located within a 200 mile radius of



products manufactured by the Auburn Foundry, Inc.



Aerial Photo of Auburn Foundry, Inc.

Auburn, although some are shipped into New York state. About two-thirds of the production is shipped in the company's trucks, which haul production materials on the return loads wherever possible. Currently castings are produced for gear housings for trucks, tractors, off-highway vehicles; hydraulic valves and pumps; gasoline pumps; automotive clutch plates, vibration dampeners, power steering pumps, pulleys; truck scale beams; refrigeration and air compressors.

Gray iron foundry technology had its beginning in antiquity. Records indicate the Chinese were making crude iron castings as early as the sixth century before Christ. The combination of properties which make gray iron unique and one of the most useful basic construction materials are its strength, high modulus of elasticity (stiffness), resistance to corrosion and heat, easy castibility into intricate shapes, good machinability, and relative cost economy. Gray iron is the material used for countless familiar items such as automotive cylinder blocks, cylinder heads, piston rings, manifolds, brake drums, kitchen and bathroom sinks, bath tubs, machine tools, refrigeration and air compressors, soil pipe, water mains, pipe fittings, electric motor end bells, gear housings for trucks, tractors and farm machinery, etc.

The nature of the foundry process is such that environmental control both inside and outside the plant is a major management concern. In order to attract and retain good employees the foundry must constantly seek to reduce noise, heat, dust, and improve ventilation inside the plant. In order to be considered good community neighbors in this modern day it must find ways to eliminate any air or water pollution. Auburn Foundry has in the past and intends in the future to place as much emphasis on solutions to these problems as to those of customer service.

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COCU: OK or CUCKOO

by REV. Wm. A. HEIMACH

The title of this article is a thinly disguised attempt to be clever but it also seeks to put a very significant question for the church in our day. CoCu is a word made up of the beginning letters of the phrase "Council on Church Union." The Council on Church Union is a name for that movement which seeks to effect an organic merger between several major Protestant denominations, including the Episcopalian, the United Methodist, the Presbyterian, the United Church of Christ and the Disciples of Christ denominations. It is estimated that this proposed merger would create a church with over twenty-six million adult members.

COCU is a logical consequence of the Ecumenical movement. The word "Ecumenical" means "coming together." In the context of this article it will mean the coming together of Christian Churches. The Ecumenical movement began with the councilor movement wherein various churches, without the surrender of any autonomy, would join together to cooperate in certain mutually acceptable ventures and programs. These councils of churches led not only to cooperation for common objectives but to a better relationship between the members of the denominations, creating dialogue and throwing emphasis upon mutually held convictions. It is not surprising that the outcome of this dialogue is a genuine desire for organizational union among many. There are, of course, differences of opinion about this subject. Some feel that organic merger is the fulfillment of Christ's prayer that "They may be one." Others with equal conviction feel that it is the work of the devil and will destroy Christianity. This article will seek to present the "pros" and "cons" of the issue. It is not designed to convince one of the virtues of either position but is meant to clarify these issues in order that readers might be better able to form their own convictions.

First let us attend to the pro side of the argument. No. 1 — The reasons which originally justified denominationalism are simply no longer valid. The historical circumstances have changed, the strong personalities have died and the Theological issues are no longer relevant. There appears to be among members of the above named denominations a consensus of opinion on all the important doctrinal positions e.g., the doctrine of God — there is a consensus that God is complex — that he is a Trinity — that he reveals himself as Creator, as power and as Saviour — in other words as Father, Son and Holy Spirit.

There is agreement on the nature of man, that he has become estranged from God through his own willful sin. The result of this estrangement is alienation from God and from his fellow man as well. And so man stands alone and afraid, out of communication with his Creator and with his brothers.

The consensus continues in the doctrine of Christ. Christ is seen as the great reconciler. He reconciles man to God and man to his brother. Christ becomes saviour in the sense that he puts us in the right relationship with our fellow man and with God himself. Man therefore must come into a relationship with Christ and then into a better relationship with God and other men.

There is also a consensus on the sacraments. It is ironic that the sacraments given to us by Christ as a symbol of our unity and oneness have become the point at which we are most divided. However, today one hears few debates on whether God demands a spoonful of water or a flowing torrent for a valid baptism. One hears few people debate the relative merits of the real presence, the spiritual presence or the literal presence of Christ in the elements. Sacraments today are the objects of conversation often but rarely do they cause serious divisions between men. People today seem to sense that the sacraments are symbols representing the reality of what Christ did for us on the cross. They seem able to accept them as such without making them divisive. The after life is seen as a place of fulfillment. Equality of being lived either in the presence of God, i.e., Heaven or apart from God, i.e., Hell. And so, given this consensus on the important doctrines of Christianity, why should they remain in separate churches?

The second reason in favor of organic merger is this: Denominationalism thrives in a context in which religion is both secure, universally accepted, and relatively unthreatened by society. Such is not the situation in society today. The Roman Catholic church which has been a fortress of stability, we are told by national periodicals, is undergoing a mass exodus of its clergy. Its authority is being challenged by those of its own membership. The situation is comparable within Protestantism. Just a few years ago when ministers gathered together they boasted of their accomplishments, their increased membership and attendance, the vitality of their programs, their new building endeavors. Today one hears little of such talk. Today we hear stories of ministers leaving for other lines of work, we hear decreasing statistics right across the board, membership, attendance, enrollments in Sunday School, and so forth. We are told by book after book that God is either dead or that the church is dead, that we are living in a post-Christian era. The premises of Christianity are no longer universally accepted nor do they go unchallenged. The church insists that we live by faith in the midst of a society that demands proof. The church insists that we live by a moral code in a society that is amoral. The church insists that we look back on traditions, doctrines and teachings in the midst of a society that is interested only in the present. In the light of this, therefore, the church can no longer afford to waste its resources, time, wealth, and energy in competition, in over-lapping of effort and in duplication of program. The church must become more efficient. It must pool its resources in order to confront a world which no longer accepts its teachings unquestionably. What has a broken and fragmented church to say to a broken and fragmented society? The church must manifest its unity and its oneness before it can speak the reconciling word to mankind.

And finally the church must become one, in fact, not just in spirit. Denominationalism tends to throw the emphasis upon the things that separate Christians to the detriment of Christ who is the great common denominator of us all. The denominations in order to jusify their existence must continually emphasize the reasons for their existence, and so denominationalism encourages Christians to identify themselves as Presbyterians or Episcopalians or Methodists, and so forth rather than simply as Christians. The time has come to emphasize the fact that we belong to Christ and share one faith, one Lord, one baptism, one God and Father of us all, rather than placing the emphasis upon the trivialities of denominationalism.

The balance of this article will deal with the other side of the coin — the "con" side — the arguments against organic merger. I have chosen to identify three of the more effective arguments. First of all there is the inherent danger of bigness. The denominations mentioned are already quite large, numbering their members in the millions and each one of them already experience a certain amount of bureacracy. The argument is that a church with over twenty-six million members will inevitably develop a bureaucratic system with the power drifting to the top. It is a truism to say that power corrupts. Would a church of such immense wealth and resources use that power responsibly or would it abuse it to the detriment of its members and its Lord? Would not a church of that vastness be a real detriment to fellowship? The church is one of the few institutions remaining in our land which the people themselves still control and govern directly. Would the people lose this control in the vast reaches of a large and distant organizational structure? A challenging question is asked, "has anything that has grown big really grown better? Shouldn't the trend today be in a direction of de-centralization rather than further centralization of power? If denominational leaders today are unable to be in real communication with the man in the pew, how much more will this problem be compounded when the church grows even larger? Would not polarization and suspicion increase in proportion to the largeness of the church?

The second objection is that merger would have to be accomplished to the sacrifice of principle. We would all have to pay our vows on the altar of conformity. Church merger would promote an unhealthy uniformity. Certain valuable traditions and beliefs would be lost

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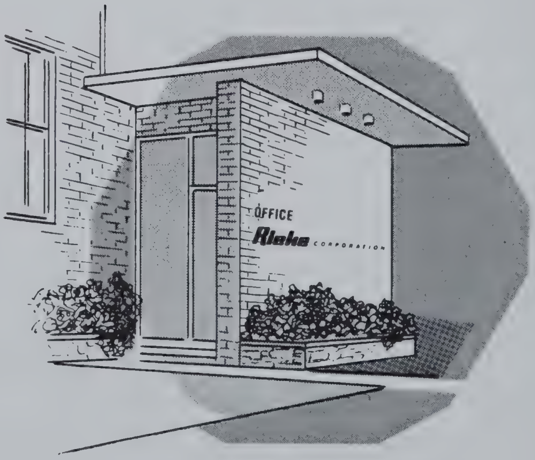
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And after all there are some issues which seemingly are irreconcilable and cannot be compromised. For example, who would be the authority in the church? Would it be the Bible — would it be tradition — would it be the clergy? Could a compromise be effected along these lines? A church without an authority would be chaotic but could Christians ever agree on who or what that authority should be? What about worship? Some Christians love the liturgical forms, others enjoy the free extemporaneous form of worship, others, formal and dignified type of service. Would not compromise in these areas simply result in a watered down and sterile version of Christianity?

Finally, the argument against organic merger is that the real spirit of Ecumenicity has already been accomplished. There is a feeling of oneness between Christians today. We collaborate, we work together, we freely cross denominational lines, we have very few of the denominational "hang-ups" that our forefathers had, while retaining the denominational virtues. Why threaten this good Ecumenical spirit with organic merger? Why force into a certain category that good thing which already exists between Christians across denominational lines? Christians are already one in spirit. Why force them to be one in organizational matters? After all, wasn't the Protestant Reformation all about the evils of organic unity and conformity? Was it not brought about by the desire to have diversity and freedom to express one's own convictions in the modes and manner best suited him? Denominationalism brings with it a richness of variety and the Ecumenical movement has brought an acceptance of one another in a genuine love and rapport between Christians. Organic merger is unnecessary to bring about that which already exists.

And so the arguments "pro" and "con." This article will not attempt to convince anyone. It is meant to stimulate conversation, discussion, dialogue. The time to decide these issues is not yet with us, but the time is not far away. May God guide you as you form your own convictions and may God's will be done.

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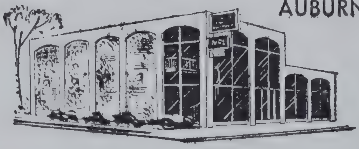

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during a ten-day period in Mrach, 1945.

Hod recalls, "At that time the war was going in our favor; we were bombing, mining and burning the Empire of Japan. We were briefed if shot down to turn ourselves over to authorities at once; if not, the civilians would be inclined to do away with ones responsible for bombing and burning their homes and cities.

"We bombed and burned Tokyo but were always briefed that the Emperor's Palace area was off limits as he was the one man who could halt the war.

"The Japanese were beaten; their cities destroyed, their waterways unuseable; their gas and oil supply very low. It is debatable if the atomic bomb was necessary, but the A-Bomb group was flying missions with experimental bombs and the atomic bombs were ready to be used."

At last his tour of duty was over, 35 missions plus two extra, and he was ordered to Hawaii for two weeks R & R (Rest and Recreation) and then on to the States. He hitched a ride to Hawaii from Tinian with a Colonel Classen, deputy commander of the A-Bomb group, who offered to fly Hod to the States next morning if he could get his orders changed and cancel the R & R. He said, "I was told they were too far behind in cutting orders and they could not get mine out. I was disappointed and on my way out when a sergeant cornered me and said a couple fifths of booze would get my orders cut that day." 'Nuf said . . . he was on his way to the States next morning.

After 30 days leave, Hod was ordered to Ellington Field, Texas, for separation from the service. He commented, "The war was over, and we had won, but we began to lose the peace much faster than we had won the war. We had the most powerful armed forces the world

Okinawa, Korean War: The 28th Bomb Squadron taken just prior to "Hods" arrival from the states.

had ever known, and it was disbanded, released and moth-balled too soon to win at the diplomatic table. Not enough people realized the Korean Conflict would come around so soon."

Hod planned to keep up his reserve status and went to Baer Field, Indiana, to check into this. He decided, "After finding it to be a lacy pants outfit, I kissed the service goodbye; at least I thought I had as I did not keep up any reserve requirements."

Came the Korean Conflict and orders to report to active duty in 30 days at Randolph Field, San Antonio, Texas, for B-29 combat crew training. Forbes Air Force base at Topeka, Kansas, was the crew's final phase training base. Then they all scattered to their homes for leave prior to reporting to California for Transportation to Okinawa. From California to Okinawa via Hawaii and Midway . . . here it was again, combat bombardment.

Hod said, "We were assigned a 29 along with an excellent ground crew. We discovered the group was 95% reservists, and the famous sad SAC was staying home at their country clubs.

"One thing new here was the system of bombing; two arcs were beamed at a target; when you flew in on one arc, your bomb load was automatically let go when you crossed the other arc. Your radar operator talked you your position on the arc; either you were on the arc, outside or inside. A good run resulted in good bombing.

"The ship assigned to us was a peculiar one. It flew like it was 10,000 lbs. heavier than it was. No one had ever carried a full bomb load (39 five-hundred-lb. bombs) in this 29, but after flying this ship a few times we carried a full load. On take-offs we used the entire length of runway (10,000 ft.) and even a few hundred feet more on occasion. This ship landed about 15 m.p.h. faster than other 29's and its reputation was well known throughout our group."

He remembers with a chuckle, "One mission found us carrying a 'bird' (chicken in this case) Colonel. He had been sent down from Bomber Command in Japan to take over our group. The story went that he was one of the oldest Colonels in grade and had never had a command post. He did not know the 29 and very little about heavy bombardment. We were after a target just north of the battlefront and that night they were making like the 4th of July on both sides. We had started our run and had trouble as the stations were not coming in well. Halfway on the run I knew we would have to rerun this target and prepared to do so. I started a 180° turn left to make a racetrack pattern to the end of the bomber stream when Colonel Smith became excited and asked me what was going on. I explained, and at the same time was in a fairly steep bank when Colonel Smith looked out on the right side and in his excited frame of mind mistook the stars for gun flashes! . . . after he took over the group he wanted bombs on the primary targets even if one had to rerun several times; he said one could always land in South Korea for gas. He was after his star for certain."

Maintenance of the 29's was a problem; supplies of all sorts were short. New spark plugs were unavailable; head sets and throat mikes were hard to replace. The bomb group used stored American and British bombs from World War II. Machine gun ammo had been in and out of guns so much it was nicked badly and jammed often.

The heaviest loss of aircraft was the night they bombed the hydroelectric plants on the Yalu River. As he remembers, "The flak was intense and for the first time we encountered air-to-air rockets. Going in for our run we saw another 29 in a slow turn engulfed in flames. We made a good drop and came off the target area clean.

"We returned to the Yalu targets several nights later and found it as before. We heard all bomb impact photos were destroyed as they showed we had to be over Manchuria on our breakaway from the target, and we were not supposed to be there.

"It was on the last mission to the Yalu and near the end of our combat tour that I noticed my legs shaking on the bomb runs. I was feeling okay and flying the same, but I figured the old man had about enough of this."

His crew soon had the required 30 missions in, and Hod was on his way back to the States. After 30 days leave he reported to Barksdale AFB at Shreveport, Louisiana; now he was in "Sad" SAC.

He began flying simulated missions of all kinds to fill the squares on accomplishment sheets. The crew would fly a mission and turn in their sheet at the squadron, who would add more squares to make it look better, then send it to group. Here were added more squares to make a better picture, and then the sheets were sent to SAC headquarters at Omaha. He is convinced that happened at many bases. They flew gunnery missions and did not have time to load their gun turrets so would just load ammo, case after case, on the bombay catwalks, fly out over the Gulf of Mexico, open the bombays and dump the ammo out, then return to base and fill the squares for 5000 rounds of ammo fired. Mission after mission was flown for little or no purpose; they called this flying "boring holes in the sky."

Hod put in for special B-47 transition school at Barksdale—one had to take exams for this, and he passed all except the English tests. He remarked, "How they figured good English essential is beyond me but that is how it was. Our group would eventually become a B-47 outfit, but back on a combat crew was not what I wanted; I knew then I was getting out of the service."

Information came to the squadron for pilots to go to Bomb Commanders School at Sandia Base at Albuquerque, New Mexico. This was the ground school for learning the A-Bomb, how to handle it, and how to deliver it. Hod was not supposed to go to this school as only career men were picked; his status was that he could separate at any time; his squadron did not check his status so off he went.

"The ground school was really interesting. At that date the A-bomb was so devastating one could realize mankind was in for an era of gigantic decisions and responsibility. I did not apply myself to pass this course as I knew I would be leaving the service soon. Anyway, I learned about the big bomb, and at the finishing class of this school a paper was passed to each of us to write in our remarks; I wrote, 'Too old! Too tired! Too slow!' After turning in our papers, I was called before a board who wondered why I was unable to pass the course. When I remarked I had not tried and was leaving the service soon, they dismissed me. I am sure the squadron C. O. at Barksdale was chewed out a bit."

Hod returned to Barksdale and soon entered the hospital there for a much needed operation. While still in the hospital, his squadron adjutant came to see him and wanted Hod to sign up for indefinite status. Hod declined even after he threw in the promise of a promotion; next, the adjutant stated Hod would be recalled in 60 days if he did separate. He said, "I told him they could try."

Hod separated from the service shortly after his hospital discharge, and went again to the Fort Wayne reserve unit to try to keep up his reserve status. He recalls, "I talked to some officer in charge who said this is the place to be as none of the outfit ever expected to be called up! I asked him where everyone was as it was meeting night. He replied they were over inspecting the city water works for their point credits for the meeting. Finding out what a terrific outfit this was, I returned home and not once did anything about my reserve status. Some years went by and finally I received an order dropping me for failure to keep up points."

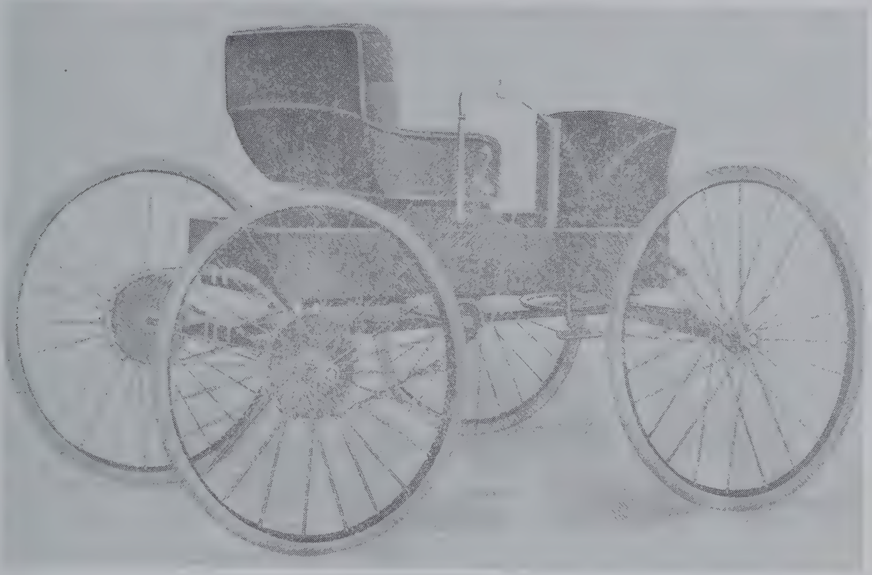
While on active duty Hod received numerous medals, among them the Distinguished Flying Cross and the Air Medal with Fifth Oak Leaf Cluster; his promotions came along at an average or better rate; he knew the competition and his unparalleled record attests to the job he did on active duty.

To Hod white is white, not grey; in the service, most of the time if you were outranked you were outthought even if you were right. Auburn is proud of his contribution to our contemporary history. Asked about the current unrest in Asia, he offered the following, "Our present disputed situation in Vietnam is very trying, but it is our country's situation. The different groups and individuals that are taking advantage of our freedom government are not acting for what is best for the most."

"Good-bye to the Horse, Good-bye."

"RIDE WITH US IN A KIBLINGER AUTOMOBILE."

By JOHN MARTIN SMITH



"It is with much pleasure, and after years of careful study, that we are now prepared to offer to all who want an automobile, one at $250.00," began the 1907 catalog of the W. H. Kiblinger Co., Auto Dept., Auburn, Indiana. An established manufacturer of buggies and carriages, the company's new department was optimistic of its potential. "We are certain from the way orders have been coming in that it will only be a short time until one or more 'Kiblinger Automobiles' will be found running in every city and town in the world . . . It is admired by everybody, and is surely indispensable. Anyone that can afford a horse and buggy can better afford to own a 'Kiblinger Automobile.' "

The company clearly intended to put the horse out of business. The catalog continues: "We do not feel that it is necessary to go into details to explain to you how much better and more satisfactory the "Kiblinger Automobile' is than the horse. We believe you understand just as fully as we do. Think of operating a 'Kiblinger' from 50 to 100 miles on one gallon of gasoline. We have realized for a number of years that if the Automobile ever took the place of the horse it would only be brought about by placing a machine on the market that would cost less than a horse and buggy, and we therefore offer 'The Kiblinger.' Remember the price, $250.00."

The Kiblinger was available in two models — A and B. The only real difference between the models was a slightly larger motor and fifty dollars. Both motors were one cylinder, developed 1800 RPM, and were located under the seat. Bodies

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R. W. JOHNSON OIL COMPANY

Auburn, Indiana

The Johnson family started in the oil business sixty years ago when Walter Johnson began working for the Indian Refining Company in Fort Wayne. This employment continued from 1908 to 1918, when he opened an Indian Refining Company bulk plant in Auburn. He delivered petroleum products to Auburn residents with a team and tank wagon until 1923. Thereafter, a McIntyre truck (built in Auburn) was used. Walter Johnson died in 1929 and the business was then assumed by his widow, Frieda Johnson. In 1931 the Indian Refining Company was merged with the Texaco Company. On March 1, 1946, Walter and Frieda Johnson's son, R. W. Johnson, took over the company and presently operates it. The R. W. Johnson Oil Company is the Texaco Distributor for DeKalb county. The company operates its own stations in Auburn and Butler.

were "piano box type, 26 x 60 inches, sill extra heavy metal, re-enforced." Options included forty-four inch bicycle type spoked wheels with cushion tires or wooden spoked wheels with steel tires. The car was painted ". . . plain black, gear dark carmine, neatly striped" but other colors could be used for which an additional charge was made. Upholstery was a dark green leather. "Easy and efficient" steering was accomplished by a "hand lever device, upright from center shaft, rigidly attached to the bottom of body, controlled by sprocket rod and chain." The entire vehicle only weighed 450 pounds and was purported to have been built entirely at the company's plant in Auburn.

"It is not our aim to offer you a racer or touring car, but a machine that will travel every day at the rate of twenty to twenty-five miles per hour and at a nominal expense . . . 'The Kiblinger is a plain, neat and very simple machine, and there is absolutely nothing about it to get out of order. Should anything by mere chance or unavoidable accident get out of order, the machine is so simple that anyone can repair it. You are less liable to accident when using a 'Kiblinger 'than you are when using a horse."

At least one buyer was enthusiastic about the new car. In a "testimonial" included in the 1907 catalog, U. L. DeWitt of North Manchester, Indiana, had written the company: "Wish you would hurry up and send me that Automobile at the earliest date possible. Our roads here are in good shape and I can use it every day. The ride I had at your factory was a very pleasant one and the power and speed of the Automobile was a complete surprise to me, and I know that you have got something that will answer my purpose in a thoroughly good and reliable runabout."

W. H. Kiblinger started in the hardware business in Auburn in 1877. He later added farm machinery and also had a location at Waterloo. In 1883 he began manufacturing buggies and wagons. He later added special use horsedrawn vehicles to his lines, including ambulances and casket wagons. The hardware and buggy depository (showroom) was at the northeast corner of Seventh and Main.

The businesses were incorporated in 1899. After Kiblinger's death, W. H. McIntyre became president of the corporation. In 1909 the name was changed to the W. H. McIntyre Co. and thereafter the Kiblinger Automobile was replaced by the McIntyre. (See Vanguard Volume 1, Number 3, Page 2.) Contemporary advertisements assured the public that there was "no change in personnel" and apparently there was no change in policy as all the Kiblinger models were continued under the McIntyre name. The company went on to build the rather sophisticated McIntyre and the novel Imp Cyclecar. (See Vanguard, Volume 1, Number 4, Page 3.) The company failed in 1915 but left its mark in automotive history.

EDITOR'S NOTE: This article is the fourth in a series about the various automobiles manufactured in Auburn. More material is needed pertaining to these automobiles and the companies which manufactured them. Readers having pictures or any information are requested to contact JOHN MARTIN SMITH, 110 West Eighth Street, Auburn, Indiana. Good sources of information are advertisements in newspapers, city and county directories, high school annuals, and other publications; catalogs; personal snapshots; operators' manuals, etc. Auburn-made cars are believed to include Auburn, Cord, McIntyre, deSoto, IMP, Model, DeKalb, McDowell, Kiblinger, Handy Wagon, Zimmerman, Eckhart, Nyberg, and Union. Credit will be given to the donors of materials which are used.

Acknowledgement is due Wallace Spencer Huffman, author of "Indiana-Built Automobiles," for use of the Kiblinger catalog referred to in this article.

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Vanguard is published quarterly and contains articles of
area interest written by area people.

She later married Fred Krichbaum, another homesteader, who was originally from Elkhart, Indiana.

In about 1910 Mr. and Mrs. James Graham purchased a ranch about sixteen miles away. It was called the Sweetwater Ranch, probably because there was a spring located on it. There was a "regular" house and barn on the property. Mr. Graham had ninety acres of hay which required considerable extra help to harvest. Others of the group "vacationed" at the Sweetwater and assisted in hay making.

DeKalb County Pioneers with horses and cattle.

Two of the families vacationed elsewhere during the summer of 1910. Mr. and Mrs. James Latson and their two children and Mr. and Mrs. Will Graham and their two children spent a week at the Red River Canyon, about twenty-five miles away. They made sort of a covered wagon out of a hay rack pulled by a team. It was loaded with equipment and a barrel of water. They set up camp on a mesa near the rim of the canyon. A fireplace was built of stones.

The view of the canyon and the river was beautiful from their vantage point. The river looked like a small stream from so high above. For entertainment the men and boys pushed large boulders down the canyon walls. The boulders were large enough to uproot trees in their path and made a tremendous noise which echoed between the canyon walls.

When they grew tired of this, they decided to scale the canyon walls and set a trout line across the river. It took them all day to scale the wall, set the line, and return to camp. They retired early contemplating a trout dinner the next day. That night there occurred one of the rare thunder storms for the area. Lightning hit one side of the canyon wall and bounced to the other. The campers were thoroughly soaked but were glad to be able to gather fresh rain water in buckets and tubs. The next morning the sun came out bright to shine on the fresh washed land. It was a beautiful sight. The peaceful Red River had become a raging torrent of red churning water which filled most of the canyon and thereby lived up to its name. The trout lines were obviously gone. The vacationers had to settle for a rabbit dinner provided by one of the men. After a week they broke camp and returned home.

Dr. Baxter had maintained contact with Miss Jennie Showalter at Waterloo, Indiana. She came to New Mexico in 1913 and married him. New Mexico apparently failed to meet the new bride's expectations, as they were the first to leave in late 1913. They returned to Auburn and lived in the house at the southeast corner of North Cedar Street and Sixth Street where Dr. Baxter practiced for many years.

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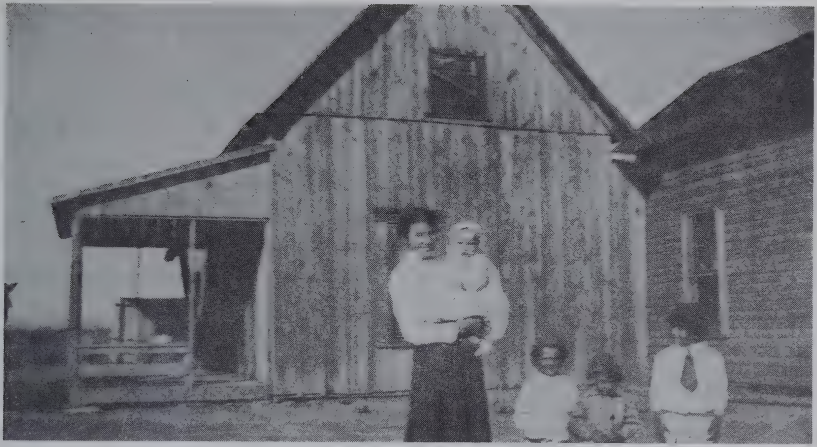

The Will Graham Home near Levy, New Mexico Territory. From left to right: Mrs. Will (Vesta) Graham, and her sons, Kenneth, Robert, Richard, and William. John Graham was not yet born when the picture was taken.

New Mexico became the 47th state of the Union on January 6, 1912, but conditions on the prairie did not change. The Latsons returned to DeKalb County in 1913 and spent the remainder of their lives here. James Latson died in 1957 and Maude Latson died in 1968. Wilma Latson is now Mrs. Aubrey Wilson and resides in Auburn. Margaret Latson is now Mrs. Carl Haynes and resides in Auburn also. A third daughter, Mary Latson Zegenfus, was born after the family returned to DeKalb County.

The Graham family remained in New Mexico until 1917 at which time they moved to Virginia where Will Graham taught school for several years. They later moved back to DeKalb County where many of the family still reside. Vesta (Mrs. Will) lives on South Wayne Street in Auburn. The Graham sons are all county residents. John Graham is a DeKalb County Deputy Sheriff. William and Robert reside in Auburn and Kenneth lives near Butler.

The Kellers and Dilgards also returned to Auburn and spent the rest of their lives here. Vera Keller McBride lives near Butler. The Krichbaums moved to Colorado Springs, Colorado. The whereabouts of the others are unknown. All of the DeKalb County families sold their New Mexico land after they returned.

In 1950 Mr. and Mrs. Aubrey Wilson took Mr. and Mrs. James Latson to their former farm in New Mexico. Nothing remained other than the bare prairie. Levy was nonexistent. The closest town, Colmar, was nothing more than a post office and general store. They were surprised to discover, however, that the general store was run by the same man from whom they had purchased groceries in 1913!

* * *

AUBURN POLICE DEPARTMENT

History and Current Manpower

by MAYOR DON ALLISON

As a matter of interest to Vanguard readers, we recently searched the archives in an effort to compile an outline history of the Auburn Police Department. Chief C. F. Barhydt and Captain James W. Rittenhouse traced the Police Department's history back to 1913, the year our present City Hall was erected.

At that time H. R. Culbertson was Mayor, and John Keeran was Town Marshal. Under the next administration of J. W. McClellan, between 1914 and 1918, the records show Chris Fell and Nela Brandon each served as Marshal for a period of time. On January 7, 1918, Mayor Walker appointed Henry West as Day Marshal, and Fred Kruger served as Night Marshal. At this point of progress, West received $30.00 per month, and Kruger $40.00 per month. During 1922 John Bunge served as Marshal under Mayor Warren Lige.

In 1923 Lige appointed Charles Davis as Chief of Police and Street Commissioner. Davis used a Model T Ford pickup truck as the first police car. Due to apparent pressure from a local industry, the Ford was later replaced with an Auburn auto. Mr. Davis served his post through 1935 when Mayor Lodie Potter appointed Daniel Kreamelmyer as Chief, and Kreamelmyer served until Mayor Hal Hoham appointed Clifford West as Chief of Police as of January 1, 1948.

At the time of West's death, Mayor Gerald H. Oren appointed James Rittenhouse acting Chief, and later appointed Arman Campbell as Chief of Police. Mayor C. L. Boger appointed our present Chief of Police, C. F. Barhydt, to serve beginning January 1, 1964.

Our present Police Department numbers eleven full-time personnel plus a twenty-two man uniformed police reserve unit. This reserve unit, organized April 25, 1968, serves without pay and offers back-up assistance to the department in time of emergency or disaster. To date they have donated approximately 3500 man hours by helping with traffic control and guard work during the Fall Fair, A.C.D. Reunion, and other busy times.

These reserve men were trained in an eighteen-week program supervised by Chief Barhydt. In addition to study and discussion of two law and order training manuals, the reservists heard lectures by City Attorney Donald Mefford, Assistant Prosecutor James Angelone and several State Police Officers. First aid instruction was given by Red Cross personnel. These men often ride with the regular police officers in order to keep current with operations of the department.

Equipment for the reserve unit was paid for in part by services performed for the Fair Board, along with numerous donations. Donations for equipment came from the

Auburn Elks, Moose Lodge, Lions Club, Dana Corporation, Rieke Corporation, Ralph Sechler & Son and the Auburn Police Benevolent Fund. The citizens of Auburn certainly owe a vote of thanks not only to this fine reserve unit but also to the organizations, industry and individuals who have helped in its success. It gives us a true sense of security to know that we do have a large group of police officers ready if needed.

Sunday, November 11, 1911
Waterloo Cyclone

from a News Clipping

Courtesy of KATHERYN HODGE SCHULTZ

The town of Waterloo is virtually a mass of debris.

Houses are unroofed as if mere toys in the hands of a Hercules.

Horses quartered in barns which were completely overturned escaped in some miraculous manner without injury.

Although occupied houses were swooped from their foundations and heavy pieces of timber were driven through walls and partitions with unfathomable fierceness, not a soul sustained injury.

Waterloo parties whose property was devastated before the maddening sweep of the fiercest cyclone ever pasisng over Indiana were without insurance wtih the exception of W. H. Ettinger, who carried $700 on his building.

W. H. Ettinger and daughter, finding the roof of their home was scooped off the building, were forced to seek shelter from the accompanying hail, rain and wind in a nearby shoe store.

Entire populace was thrown into paroxysms of chaos as a fully matured cyclone uprooted trees, unroofed dwellings and carried plate glass and other debris from one section of the town to the other.

Travelling at lightning speed in northeasterly direction, the cyclone cut a four hundred foot swath through the section of Waterloo lying north of the Lake Shore air ilne tracks and visited destruction upon farmers living northeast of Waterloo as well.

The sides and wall of a Lake Shore box car were craried three hundred feet and planted in the doorway of the Jennie Stamets home.

The $25,000 opera house, the pride of Waterloo, which was erected in 1896, and two rooms of which have been used for school purposes, is completely demolished with little prospect for rebuilding.

Telegraph and telephone poles and lines were levelled to the earth in amazing continuity nad all outside communication was cut off immediately.

Fully $100,000 loss was sustained by the half hundred people whose property was in the path of the awful storm.

EDITOR'S NOTE: Note the editorial enthusiasm, typographical errors and poetic license taken in reporting.

HISTORICAL DIGEST

From 1852 through 1914 the following newspapers were published in DeKalb County at various times:

Democratic Messenger, Auburn
DeKalb Democrat, Auburn
Auburn Republican, Auburn
DeKalb County Times, Auburn
Waterloo Press, Waterloo
New Era, Auburn
Observer and Reporter, Auburn
Democrat, Auburn
Air Line, Waterloo
Auburn Courier, Auburn
Daily Courier, Auburn
Auburn Dispatch, Auburn
Auburn Evening Star, Auburn
Banner of Liberty, Butler
Herald, Butler
Butler Record, Butler
Auburn Times, Auburn
Butler News, Butler
DeKalb County Republican, Auburn
Evening Dispatch, Auburn
Garrett News, Garrett
Garrett Herald, Garrett
Garrett Clipper, Garrett
Butler Review, Butler
Corunna Headlight, Corunna
DeKalb County Democrat, Waterloo
Advocate, Waterloo
Silver Dawn, Waterloo
Dawn, Waterloo
Ashley Times, Ashley
Ashley News, Ashley
St. Joe News, St. Joe
Corunna Star, Corunna
Auburn Weekly Bee, Auburn

The Presbyterian Society was organized in Auburn in 1846. Although it has been remodeled and expanded several times, the present Presbyterian Church at the corner of Jackson and Twelfth Streets was built in 1876.

In 1885 the town of Waterloo possessed the only fire engine in DeKalb County. The Citizen's Volunteer Fire Department's enginehouse was centrally located near the railroad tracks.

AUBURN, the county seat of DeKalb County, is situated two miles south and three west of the centre of the county, twenty-two miles north of Fort Wayne, and 134 northeast of Indianapolis. It was first settled in 1836, by W. Park, and now contains about fifty houses, all of wood, and 300 inhabitants. The public buildings are a Court House, and offices for the Clerk, Recorder, and Auditor.

From: Collection of John Martin Smith, Auburn, Indiana.

AUBURN DEKALB
VANGUARD

A Special Edition
In Commemoration of the
50th Anniversary
of

Rieke CORPORATION
AUBURN, INDIANA

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APRIL, 1971
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2 The Rieke Corporation — Fifty Years of Progress
6 Historical Digest
7 Logs, Brick, Stone and Marble
11 Imp — America's First Compact Car
15 McIntyre Motor Vehicles
21 Zimmerman
24 Ride With Us in a Kiblinger
26 "For The Love Of . . ."
29 Big Wild Bill
33 Restoring a Rum Runner
35 Horses — An Auburn Tradition
37 Auburn-Dillinger Arsenal
39 Our City Parks

COVER: The present Rieke Corporation plant in Auburn, Indiana

Reprinted by special permission from The Vanguard Publishing Co. Copyright 1969, 1970 Auburn, Indiana, as a special feature of Rieke Corporation's 50th Anniversary. Special thanks to J. Edgar Long and John Martin Smith, who gathered and wrote much of the material herein.

The present Rieke Corporation Board of Directors—from left, A. M. Bisel, W. K. Schaab, I. H. Rieke, G. T. Rieke, M. E. Rieke, D. E. Kelly and H. G. Oren.

THE RIEKE CORPORATION -- 50 YEARS OF PROGRESS

Rieke Corporation, which has grown from a one-man operation in its founder's garage into the world's leading manufacturer of closures for containers, celebrates its 50th Anniversary in 1971 with a year-long birthday party.

The company kicked off the celebration the first of this year with a letter to customers and stockholders announcing the anniversary.

"For fifty years our company has designed and manufactured closures to meet the worldwide requirements of the container industry," the letter reads. "Those fifty years have been good ones. Our customers have made them so. . .

"We are looking forward to this year of our golden anniversary and will be happy to share it with you."

Other events will follow throughout the year, with the highlight coming in a week-long observance in late June. Details of that part of the program will be announced later.

The Auburn, Indiana company now employs more than 500 persons in plants in the United States, Canada and Mexico. Last year it posted gross sales of more than $12 million—triple that of 10 years ago and 20 per cent higher than last year.

Today, Rieke utilizes 250,000 square feet of manufacturing space in five locations. These plants are literally filled with machinery and processes that have been invented, designed and perfected by Rieke engineers.

During the past year the company manufactured, handled and sold more than 353 million closure parts — not including wrenches, tools, die parts and other related equipment that it also makes.

Rieke closures are made for containers of all shapes and descriptions from one-quart to 55-gallon-drum size. They come in metal and plastic and are used by manufacturers of liquid products of all types, many of which are household words.

The company was founded by Theodore W. Rieke, a Fort Wayne machinist. Young Rieke was on his way home from an ill-fated attempt to make his fortune in the West when he ran out of money and took a job in a Chicago electric company. As soon as he could save enough money, he bought some machine shop equipment of his own, set it up in his garage, and began doing custom work.

The custom work grew and soon Rieke quit the electric company and founded his own business with his brother, Edmund. They called it the T. W. Rieke Tool and Die Works.

After World War I, the government became a large user of steel drums. But a lack of adopted specifications between manufacturers caused many problems with misfitting flanges and plugs. A government inspector stopped by Rieke's place one day to see if Rieke could make a set of gauges which could be used to check the threads of the plugs and flanges used in the drums.

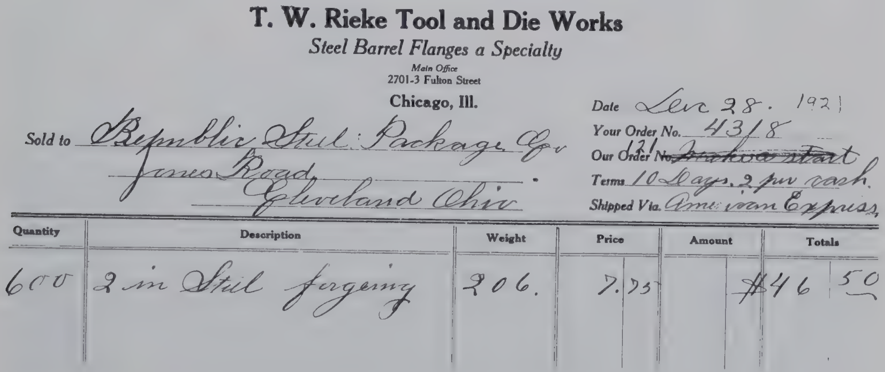
The problem intrigued the Riekes, and they went to work on it. The result was an entire new process in which flanges were applied to drums by a punch press operation which was faster, less expensive and more efficient than the old brazing technique.

After much persuasion, Rieke sold the idea to a drum manufacturer who gave them an order for 50,000 fittings. That was all the inspiration the young Riekes needed.

The young company gained momentum. More orders came in. Rieke realized that if the company were to change from service to manufacturing and acquire much needed capital, it would have to incorporate and change its name.

The year was 1921, and the company became Rieke Metal Products Corporation. Its first officers were Edmund J. Rieke, president; T. W. Rieke, vice president and secretary, and Arthur Lorenz, treasurer.

The new company had little space, little equipment, few employees and almost no money. At the time of its incor-



T. W. Rieke Tool and Die Works

Steel Barrel Flanges a Specialty

Main Office
2701-3 Fulton Street
Chicago, Ill.

Date Dec 28. 1921
Your Order No. 4318
Our Order No. 121
Terms 10 Days. 2 per cash.
Shipped Via American Express

Sold to Republic Steel Package Co
Jones Road
Cleveland Ohio

Quantity	Description	Weight	Price	Amount	Totals
600	2 in Steel forging	206.	7.75		$46 50

One of the oldest invoices remaining on record of Rieke Corporation. Note it is penned by the hand of the Corporation's founder, T. W. Rieke.

poration, Rieke listed $6,000 in assets for a "secret process" so the books would balance.

But if the Riekes were a little short in some departments, they were long in two other key assets—ideas and determination. They went to work solving problems of other manufacturers. Soon the word of the Rieke success spread.

Rieke needed more room. But space was costly in Chicago, and the Riekes began looking for a site away from the metropolitan area. Looking toward their Indiana home, they met with the directors of the Auburn Commercial Club and, by an agreement dated September 1, 1923, the club agreed to erect a building for them. The cost was to be $5,000 and repayment by Rieke Metal Products Corpporation was to be made over a three-year period.

And so Rieke operations were moved to Auburn.

In the beginning, the products consisted only of flanges for steel drums, made from pipe in three sizes: ¾", 1½" and 2". Then came sealing ears and rings. Improvements were made. The company stopped forging the flanges from pipe and introduced a new method of stamping them from strip steel.

Further expansion came in 1931, when Rieke acquired a building formerly owned by W. H. McIntyre Company, a four-story brick edifice where automobiles, motor trucks and the Imp Cycle Car had been made. That building, though expanded, remodeled and improved many times, is presently Rieke's main plant.

Near the end of World War II, a new product was developed which catapulted the corporation into a new field—plastic. This new device, known as the Rieke FlexSpout, is now widely used and recognized all over the world.

One of the company's latest products, FlexSpout, Jr., was introduced three years ago. It is a plastic pouring spout for one-quart and one-gallon cans, and is used on hundreds of products. It has become the company's leading sales item.

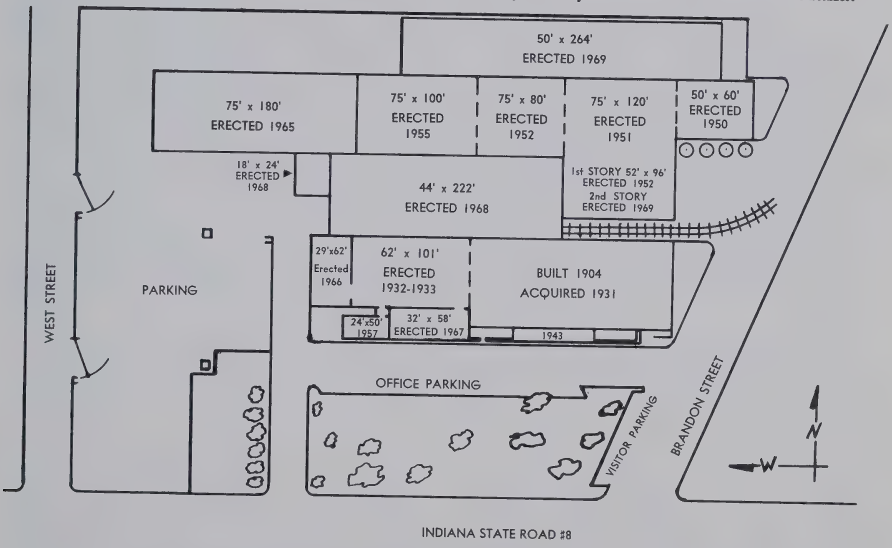
In 1958 the Rieke engineering department developed a new faucet. Rieke acquired the Multi-Meter Corporation of

First Home of Rieke Metal Products Corporation of Auburn, Indiana built by the Auburn Commercial Club.

Toledo, Ohio, to manufacture it and moved the company to Auburn. Multi-Meter now makes a complete line of dispensing equipment for drums and pails.

In 1957 Rieke de Mexico was established in Mexico City to serve all of Mexico with Rieke products. It has since outgrown its original quarters, and a new 30,000 square foot plant was dedicated there in February, 1971.

Rieke Canada Limited was established in 1958 in Brampton, Ontario, to serve all of Canada. This operation moved into a new 30,000 square foot building in 1965.


50' x 264'
ERECTED 1969
75' x 180'
ERECTED 1965
75' x 100'
ERECTED 1955
75' x 80'
ERECTED 1952
75' x 120'
ERECTED 1951
50' x 60'
ERECTED 1950
18' x 24'
ERECTED 1968
44' x 222'
ERECTED 1968
1st STORY 52' x 96'
ERECTED 1952
2nd STORY
ERECTED 1969
29'x62'
Erected 1966
62' x 101'
ERECTED 1932-1933
BUILT 1904
ACQUIRED 1931
24'x50'
1957
32' x 58'
ERECTED 1967
1943
WEST STREET
PARKING
OFFICE PARKING
VISITOR PARKING
BRANDON STREET
N
W
INDIANA STATE ROAD #8

Plant layout as of 1969 illustrating additions during years of growth.

In 1959 a warehouse was established at Linden, New Jersey, which is served by truck shipments from the Auburn plant for distribution to drum producers in the East. Rieke has also established licensees to handle Rieke products in France, Australia and Argentina.

At home in Auburn, a continuous expansion program goes on with new additions being constructed almost yearly.

In 1965 the administrators of Rieke policy felt that so much of the growth of the company was due to plastic products that the corporate name, Rieke Metal Products, Inc., was a misnomer. They changed it to its present Rieke Corporation.

Further diversification took place in 1970 when Rieke acquired Oren-Van Aman, a Fort Wayne industrial distributor that handles 75 major lines of tools, abrasives and machinery in Indiana, Ohio and Michigan. Oren-Van Aman opened a similar facility in Muncie, Indiana, in late January to serve central Indiana.

Rieke now has sales offices in 10 major American cities and 31 foreign countries, and literally serves the worldwide container industry.

The company's present officers are: Glenn T. Rieke, chairman of the board; Mahlon E. Rieke, president and general manager; Irvin H. Rieke, chairman of the executive committee; Donald E. Kelly, executive vice president, W. K. Schaab, vice president-counsel, A. M. Bisel, secretary-treasurer, and M. W. Close, assistant secretary-treasurer.

HISTORICAL DIGEST

FIRST INHABITANTS

The historic aboriginal occupants of Northeastern Indiana were Pottawattomie Indians. At its maximum the tribe consisted of no more than four thousand (4,000) persons. While they had no known villages in DeKalb County, they often camped here at various places contiguous to game and wild fruit. Between 1835 and 1838, small bands of these Indians roamed from place to place within the county.

Until the fall of 1841, an Indian named John Ess lived on the east bank of Cedar Creek near Auburn. His family consisted of his mother, two squaws, and four children.

By the terms of the treaty applicable to DeKalb County, the Indians were to be removed to Indian Territory west of the Mississippi River by August 6, 1838. Their journey west was a death march for the many who died enroute. By 1840, with the exception of a few stragglers, the Indians had departed Northeastern Indiana and had left their beloved homeland to the incoming white settlers.

FIRST FAIR

The first attempt to hold a fair in DeKalb County was a small exhibit on the Thomas Ford farm, at which the main attraction was a foot race. In the fall of 1855, a fair was held on the court house square, at which a horse race was a sensation.

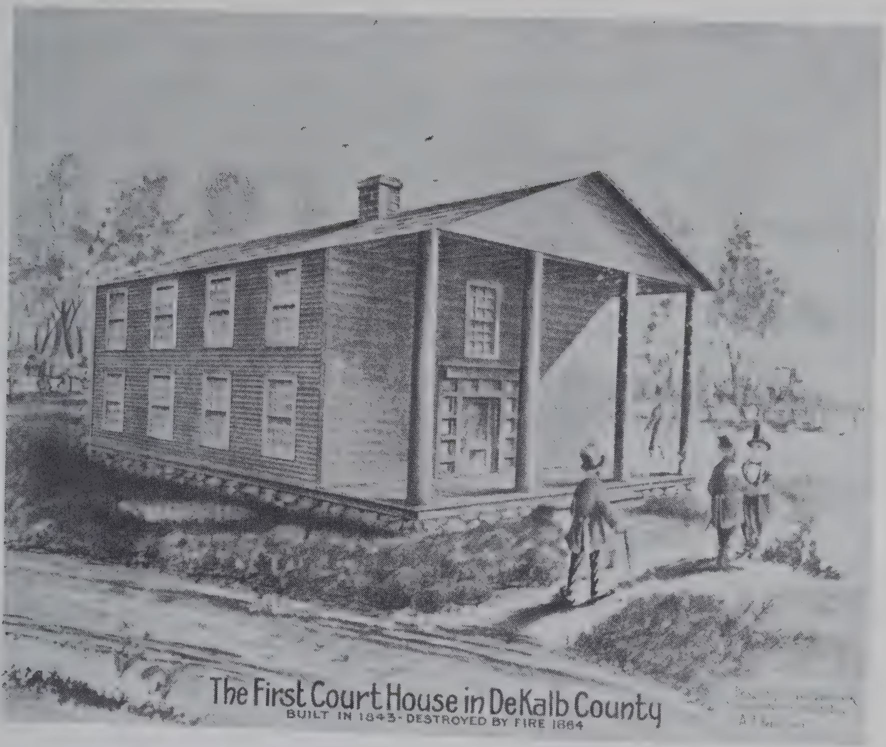
From: 1914 History of DeKalb County, p. 281.

BUCKSKIN BREECHES

Popular trousers among the early DeKalb County settlers were buckskin breeches made by Edward Wright of Fairfield Center. The settler either bought the smoked skins from the Indians, or pelts from the hunters and farmers, paying from twenty-five cents ($0.25) for a fawn skin to one dollar and fifty cents ($1.50) for that of a full grown buck. Wright's process of oil-dressing took from three (3) to four (4) weeks' time. The finished product cost from five to seven dollars ($5.00-$7.00). His customers found them serviceable for several seasons in the rough work of clearing and breaking land.

ON AND OFF THE WAGON!

The 1880 DeKalb County Atlas states that "Temperance Societies, known as Good Templars and Red Ribbon, have sprung into being with large membership, flourished, languished, and then become extinct."



The First Court House in DeKalb County
BUILT IN 1843 - DESTROYED BY FIRE 1864

LOGS, BRICKS, STONE AND MARBLE

by JOHN MARTIN SMITH

The first settler in the area now comprising the City of Auburn was Wesley Park. On March 23, 1836, Mr. Park and John Badlam Howe entered the land on which Auburn is situated. At that time, the area now known as DeKalb County was a part of Allen and LaGrange counties.

In August, 1836, Wesley Park erected a cabin on Cedar Creek north of the present business district. The cabin was 18 by 20 feet, 1½ stories high, and had a roof of rafters and clapboard. The exterior walls were apparently made of logs. Initially, the cabin served the DeKalb County pioneers as a store, hotel, and church.

Sometime during the "Spring of 1835" Park and Howe had platted the "Village of Auburn." The plat included a public square and stated that "the Public Square is 20 rods in length by 17 in breadth . . . The Public Square . . . [is] donated to public use." The obvious purpose in including a public square in the plat was to encourage the selection of the Village of Auburn as the county seat of the county which Park and Howe anticipated would be formed.

By an act effective May 1, 1837, the Indiana Legislature authorized the formation of DeKalb County as a separate county. In accordance with the proprietors' anticipation, Auburn was selected as the county seat shortly thereafter.

The villages' public square was not to be cleared and used for several years, however. In addition to its other functions, Wesley Park's cabin became the first DeKalb County courthouse and jail. As a jail, the cabin served well. Prisoners were simply put into the upper chamber and the ladder removed. The lower chamber was used for a courtroom.

The Park cabin continued to serve as a courthouse until 1843, when a school house was built on North Main Street in which a room was made into a courtroom. The fittings were crude, a rough board platform, a fence of unplaned boards for a bar, and an old cracked box stove which, when used, smoked the room so much that judges, jurors, and lawyers were often moved to tears. Both the May and October, 1843, Terms of court were held in this building.

Meanwhile, the infant county's officials were making plans for a permanent courthouse. At the May, 1840, session of the Commissioners' Court, Thomas J. Freeman, Wesley Park, and Nelson Payne were appointed superintendents for the construction of such a building. It was to be located on the Public Square.

At an 1841 Commissioners' Court session the specific plans were received approved, and bids requested. Work was to begin by July 1, 1842. James Hite, a carpenter living southeast of Auburn, received the contract for the sum of $800.

The building was completed in the fall of 1843. On April 29, 1844, the first court session was held in the new structure.

It soon became apparent that the courthouse was inadequate in size to meet the needs of a fast growing county, however. In 1845, Mr. Sprott, who served as Clerk and Recorder from 1841 to 1851, was authorized to erect a building for his use on the southwest corner of the Public Square at a cost not to exceed $200, to which an additional $50 was later added.

In the fall of 1846 a separate office building was constructed on the northwest corner of the Public Square for the use of the auditor. In 1847 John Morris was permitted to erect a private office on the west side of the Public Square. Mr. Morris was limited to a structure 20 feet square, was to occupy it until such time as it was wanted for public use, and was to pay $1.00 annual rent. It is believed that the jail was also located on the Public Square during this era. These "shanties" remained in use until 1864 when the county officials took possession of the new courthouse. They were then moved to the west side of Jackson Street directly west of the court square.

By the spring of 1863 measures had been taken for the erection of a new courthouse, and the old building was moved approximately 40 feet north of its original location to make room for its successor. The last court session held in the old structure was during the spring term of 1864.

In September, 1864, the old building was sold to Daniel Altenburg for $25. He partially dismantled it and removed everything of value. Of course, this was near the end of the Civil War, and when news reached Auburn that Richmond, the capitol of the waning Confederacy, had been captured by the Union Army, a huge crowd of local citizens congregated around the Square for a public celebration. It was suggested that a bonfire would be appropriate, to which Mr. Altenburg replied, *"If you want to make a bon-*

fire, you may burn the old courthouse." He was soon taken at his word and the old building, for years the scene of local justice, found a glorious end in the blazing flames of a national celebration.

The plans and specifications for the new courthouse were approved by the Board of Commissioners on April 20, 1863 and the contract was actually let on June 4 of that year. It was awarded to Alpheus Wheelock, John McKay, and William Valleau for the sum of $23,372.

Brick used in the building was manufactured locally at the Woodbury farm located three quarters of a mile east of Auburn. Within one month the foundation pits had been excavated and stone for the walls delivered to the Square. The foundation was completed by September 10, 1863, and the cornerstone laid on the northeast corner of the foundation wall with appropriate ceremonies. On July 1, 1863, a bell weighing 600 pounds and cast at the Buckeye Bell Foundry, Cincinnati, Ohio, was brought by train to Waterloo and thence by team to Auburn.

The new courthouse was ready for occupancy before the December 1, 1864, contract completion date. The surplus brick was used to construct a large brick house at the corner of Tenth and Main Streets, which at that time was known as the "John Henry Property."

The first floor of the courthouse building was divided into four offices, each 21 by 24 feet. The entrance was via a hallway extending east and west through the building with large double doors of iron and wood at each end. The windows were secured by inside iron shutters and each office was provided with fireproof iron door vaults. The courtroom was on the second floor and originally measured 64 by 60 feet with grand and petit jury rooms on the west end. The roof was of Vermont slate laid on wood lath. At the west and front end there was an octagonal tower 22 feet in diameter and 80 feet high. From the second story a spiral staircase led to a balcony which commanded a bird's-eye view of the Town of Auburn and surrounding area. From the summit of the dome extended a flagstaff which supported a metallic eagle at an elevation of 115 feet.

As had its predecessors, this courthouse eventually became inadequate to serve the needs of an evergrowing county and its government. The first steps toward the erection of a new courthouse were taken on September 9, 1910, when the sum of $200 was appropriated for use of the county officials in inspecting other courthouses throughout the state in an attempt to find a plan suited to the needs of DeKalb County.

Several architectural firms were invited to submit plans for consideration. The plans of the firm of Mahurin and Mahurin, Fort Wayne, were accepted and the sum of $250,000 was requisitioned for construction purposes. Ten different construction bids were opened on May 4, 1911. J. B. Goodall's bid of $185,757 was successful. Work was begun on May 8, 1911, and the old structure was demolished within two weeks. Governor Thomas R. Marshall, who was later to become Vice President of the United States, delivered the principal address at the cornerstone ceremonies on July 27, 1911.

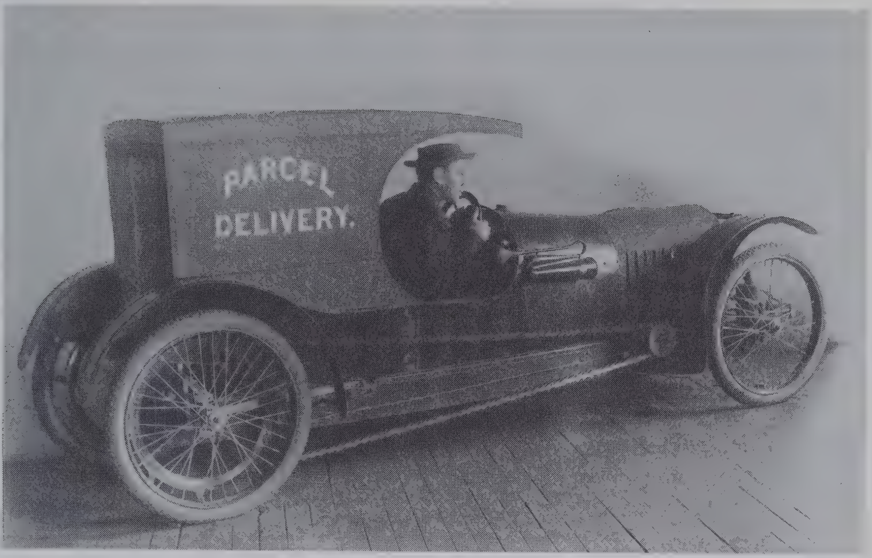
During the construction period the county offices and records had to be housed in temporary quarters. At that time the W. H. McIntyre Company automobile plants One and Two were located on the east side of Jackson Streets. Although extensively modified, the north building still stands and is known as the "Gerig Building." The south building was identical and was connected to the north building by an enclosed passageway extending over Eighth Street.

The south part of the south building was used as a temporary courthouse after the demolition of the old courthouse. It was ideal for this purpose due to its size, central location, and the fact that it had a large walk-in vault for record storage. Though rather crude, a courtroom was set up in a large storage room. Everything went well until this building and many county records were destroyed by fire on February 8, 1913. The fire is reported to have started in the north part of the building, which housed the Auburn Printing Company. The records of the Clerk of the DeKalb Circuit Court were almost entirely destroyed.

The DaKalb County courthouse is a magnificent structure. It measures 146 feet north and south, 132 feet east and west, and is 80 feet high. The stone used in the exterior is Bedford Oolitic limestone and was quarried near Bloomington, Indiana. Vermont marble is used extensively in the interior. The lobby floors are composed of granite, and the rotunda floor is made of tile. The courtroom, commissioners' court, and law library have cork floors. The dome is capped with art glass which is illuminated with 60 electric lights. (These lights were recently rediscovered and put back into condition after having not been used for many years.) All of the woodwork an the courtroom paneling is quarter-sawed oak. The courtroom decor includes much pure gold leaf. There is a total of 46 rooms in the building not counting the lobbies, corridors, and rotunda.

The total cost of the building and power plant was $317,072.14. While this was a large expenditure at the time, it was a wise investment in the future of DeKalb County. The structure has been well maintained throughout the years and is presently valued at four million dollars by county officials. It has served the county well for almost 60 years.

Construction was started on present courthouse in 1911.



Parcel Delivery Imp. Vehicle pictured appears to be either incomplete or a mock-up. It has no headlight, the hood is not painted, and it has a different type of belt than shown in the other photographs. Note independent front suspension.

IMP

AMERICA'S FIRST COMPACT CAR

By John Martin Smith

In its day, the Imp was probably the most successful of all the cars manufactured in Auburn. During 1914 some 6,000 Imps were built in Auburn and sold throughout the world.

The Imp was no ordinary car. With its 100 inch wheelbase, 36 inch tread, and tandem seats, it would now be called a "compact." It was then called a "cyclecar."

The March, 1914, issue of Cyclecar and Motorette defined a cyclecar as "a motor car designed and constructed along motorcycle lines as to simplicity of its transmission, its lightness, limited horsepower, etc., but distinguished from a motorcycle in that it has more than two wheels. Unlike a motorcycle in that it has passenger accommodations for two or more, and like a car in that it has more than two wheels. More specifically, a motor-driven four-wheeler with either narrow tread, simple transmission, low horsepower, light weight, or two, three or all of these characteristics."

Cyclecars were first produced in Europe in 1909 and had become very popular there by 1912. In 1913 production began in the United States.

The W. H. McIntyre Company was one of the first American cyclecar manufacturers with its Imp. The company had experienced sales declines with its McIntyre automobile and sought something new for the market. The Imp was the answer. It became very successful and gave the company new growth.

The Imp was first introduced in November, 1913. It was truly a compact economy car. It weighed only 600 pounds, cost only $375, and got 50 miles per gallon. It had four speeds forward, plus reverse. The V-2 engine produced 10-12 horsepower and enabled the car to attain 50 miles per hour. Features included lamps, horn, and a "seat-starter." (Not to be confused with a "self-starter," a "seat-starter" was merely a retractable pull rope similar to today's lawnmower "starter.")

The Imp was offered in two models, a tandem-seated passenger car and a single-seated delivery "truck." The latter sold for $395.

The W. H. McIntyre Company was one of the first in the industry in the United States and had no difficulty securing dealers, agents, and distributors throughout the United States, Canada, and many European countries. The Imp was an immediate sensation wherever it was introduced. The novel car drew large crowds and even caused traffic jams in several cities.

Harry McIntyre, son of W. H. McIntyre, was responsible for securing many of the dealers who sold the Imp. Crated demonstrators were shipped ahead. Harry followed, assembled the crated car, and then held a public demonstration. On the basis of the public enthusiasm generated, it was not difficult to obtain a dealer for the particular area. Harry then secured an order for a substantial number of cars plus a substantial cash deposit on them. The dealer then began taking orders from the public for future delivery.

Mr. McIntyre particularly recalls demonstrating the Imp in Memphis, Tenn., where the car drew such a large crowd on the main street of the city that it was impounded and removed by the police until the crowd could be dispersed. Many cars were sold in Minneapolis, Portland, Nashville, and Tulsa. In Tulsa, Indians with new-found oil wealth were attracted to the unusual cars. Harry recalls one Indian who attempted to drive his Imp away without prior instruction and hit a large pole within a block, totally demolishing the car.

Competition soon became keen. By 1914 55 different cyclecars were being manufactured in the United States under such names as Cricket, Dudly Bug, Flyer, Gadabout, Hoosier Scout, Little Princess, Oh-We-Go, Ritz, Scout, and Zip. Prices ranged from $290 to $600.

Cyclecars became a craze. Newspapers carried news stories and pictures of the various cars as they were introduced. Production facilities could not keep up with demand. Manufacturers organized the American Cyclecar Manufacturers' Association with W. H. McIntyre as its first president. The industry had its own publication, Cyclecar and Motorette. Cyclecar Clubs were organized throughout the country. Cyclecar races and endurance runs were held.

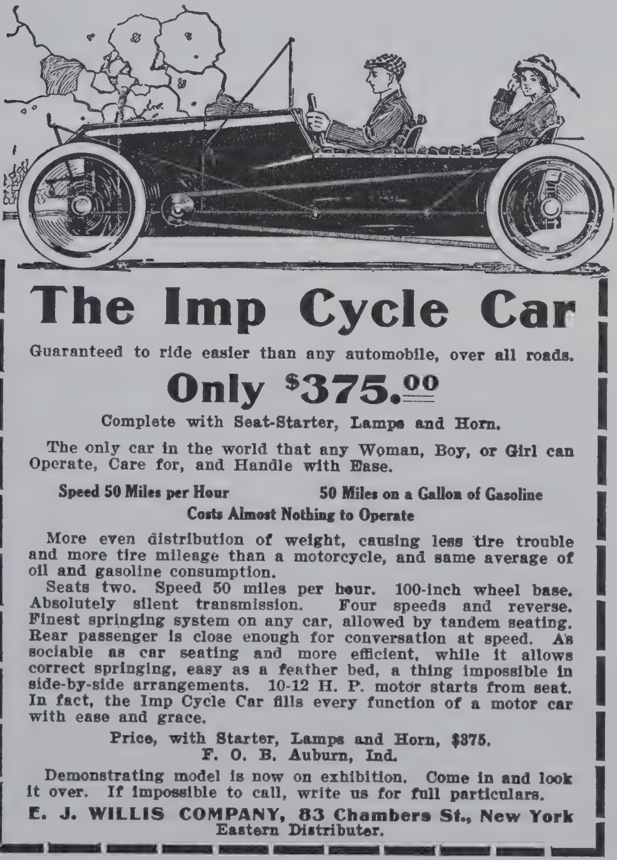
McIntyre used its large Plant Number Five on West Seventh Street in Auburn for the manufacture of the Imp. The plant is now the RIEKE CORPORATION.

In August, 1914, a new model was introduced. The car was drastically modified and by some standards would not have been considered a cyclecar. "Imp the Second" had a four-cylinder water-cooled engine. Although the 36 inch tread was retained, side-by-side or "sociable" seating was adopted. The body was more conventional in appearance and was described as ". . . roadster type, torpedo streamline." The four-cylinder engine increased the car's weight to 850 pounds. The Imp the Second was in many respects a miniature of a conventional car in both function and appearance.

Cyclecars were poorly constructed and were generally not too durable. Their biggest disadvantage was the tandem seating arrangement. The side-by-side seating of the Imp the Second would have partially alleviated this problem but a 37 inch seat on a 36 inch tread would not have been the ultimate in comfort. The inexpensive belt drive caused many problems, especially in climbing hills.

The Imp was built on a wood frame and used many wood components throughout. Due to its light construction, few Imps have survived. One of the few known Imps is the one formerly in the F. R. Clouse Auto Repository in Auburn. It was sold several years ago and its present owner and location are unknown. There is also an Imp in Harrah's Automobile Collection at Reno, Nevada.

The cyclecar craze died as fast as it began. The little cars were no match to the mass produced conventional car.



The Imp Cycle Car

Guaranteed to ride easier than any automobile, over all roads.

Only $375.00

Complete with Seat-Starter, Lamps and Horn.

The only car in the world that any Woman, Boy, or Girl can Operate, Care for, and Handle with Ease.

Speed 50 Miles per Hour **50 Miles on a Gallon of Gasoline**

Costs Almost Nothing to Operate

More even distribution of weight, causing less tire trouble and more tire mileage than a motorcycle, and same average of oil and gasoline consumption.

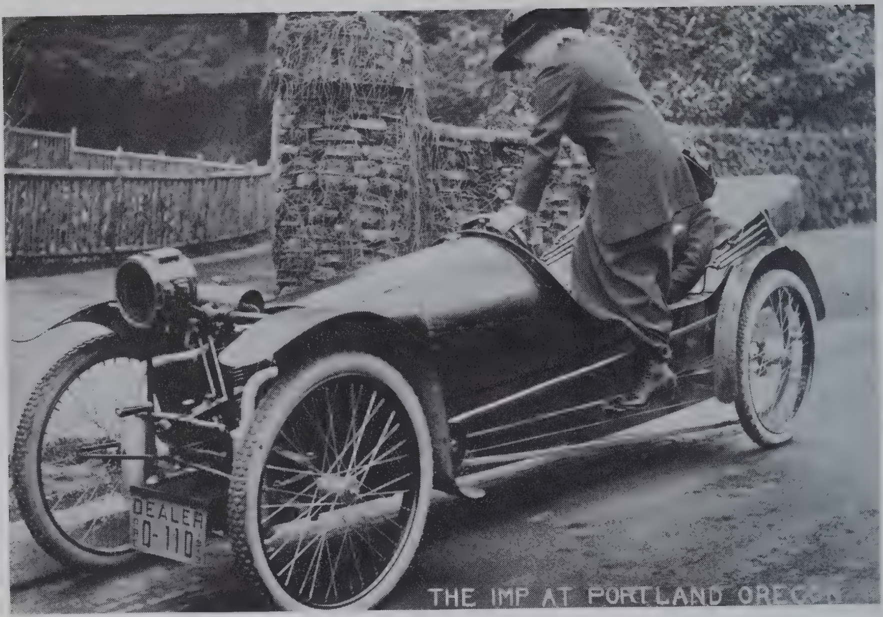
Seats two. Speed 50 miles per hour. 100-inch wheel base. Absolutely silent transmission. Four speeds and reverse. Finest springing system on any car, allowed by tandem seating. Rear passenger is close enough for conversation at speed. As sociable as car seating and more efficient, while it allows correct springing, easy as a feather bed, a thing impossible in side-by-side arrangements. 10-12 H. P. motor starts from seat. In fact, the Imp Cycle Car fills every function of a motor car with ease and grace.

Price, with Starter, Lamps and Horn, $375.
F. O. B. Auburn, Ind.

Demonstrating model is now on exhibition. Come in and look it over. If impossible to call, write us for full particulars.

E. J. WILLIS COMPANY, 83 Chambers St., New York
Eastern Distributer.

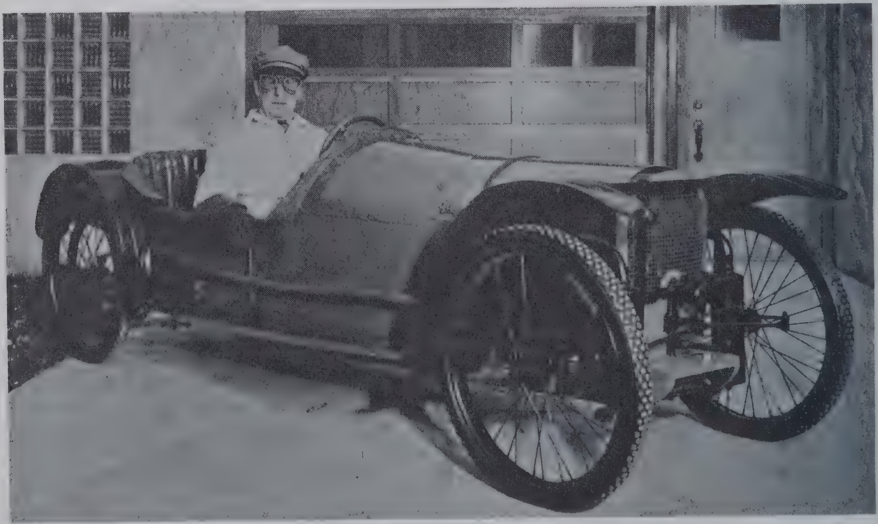
Advertisement from March, 1914, issue of Cyclecar and Motorette.


DEALER
0-110
THE IMP AT PORTLAND OREG

A lady boarding an Imp. Note single headlight on early models.

By 1914 the Model T Ford had reduced its price to $490 by the extensive use of mass production techniques. It was full-sized in every respect, had a 56 inch tread, and was just about as economical to operate as a cyclecar.

The W. H. McIntyre Company fell with the demise of the cyclecar. The company ceased operations in May, 1915. However, it has gone down in history for introducing one of the first cyclecars to America.



Imp formerly owned by F. R. Clouse Auto Repository, Auburn. Mr. Clouse is shown at the wheel.

McIntyre

MOTOR VEHICLES

by John Martin Smith

The period from 1908 to 1915 marked the evolution of the automobile from a novel, relatively impractical, "horseless carriage" to a commonly used means of transportation. Automobile concepts and ideas were abundant. Competition was keen. Hundreds of small manufacturers throughout the country, particularly the Midwest, were vying for the public's favor.

The W. H. McIntyre Company, Auburn, entered the field in late 1908. The company succeeded the W. H. Kiblinger Company which had manufactured buggies for many years and had begun manufacturing automobiles in 1907.

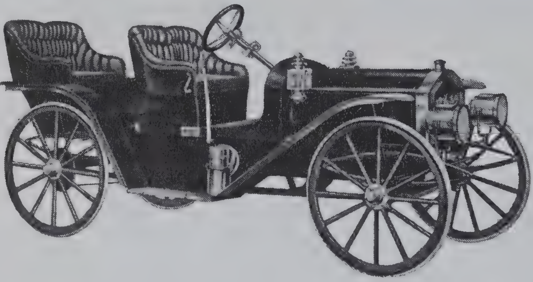
W. H. McIntyre had been President and Manager of the W. H. Kiblinger Company. Upon the death of W. H. Kiblinger in 1908, W. H. McIntyre obtained control of the company and changed its name.

Early McIntyres are classified as "highwheelers." The typical highwheeler was generally a stock buggy with a tiller or simple wheel steering mechanism, a rugged but simple one or two cylinder air-cooled "stock" motor, and an elementary transmission. Such an "automobile" was crude by most standards but was initially inexpensive. It was cheap and simple to operate, maintain, and repair, and, most important, it was able to navigate the worst country roads. Such a car was appealing to the early motorist and thousands were sold by scores of small manufacturers, most of whom were former buggy makers.

An advertisement for the 1909 McIntyre Model HH stated that "McIntyre Motor Vehicles never fail—never get tired—cost no more than a good horse and buggy—cost far less to keep—do more work in less time than three horses. Take you anywhere and back again over any kind of road, in all kinds of weather. Run 30 miles on one gallon of gasoline. Simple, durable, guaranteed mechanical construction. Solid tires—no tire troubles or repair expense." How could one resist at a price of only $475?

Apparently the McIntyre was irresistible to many people. Company sales increased rapidly. They advertised that they could offer "a car for every conceivable purpose—at a price to suit every pocketbook. Buggies, surreys, limousines, runabouts, 1, 2, and 3-seated pleasure vehicles, express wagons, rural mail wagons, open and covered delivery wagons, etc." Soon sales branches were listed in such varied locations as on Broadway in Man-

McIntyre



The Practical Car for Practical People

The McIntyre is "the car you can afford to own after you've bought it"

Built in 25 Models, a car for every purpose at a price to suit every pocketbook.

Two and four cylinder. Shaft and chain drive. Solid Rubber Tires. Air cooled. Ten to Thirty horse power.

Not what we say but here is what others say

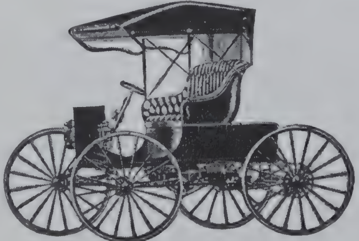
What the Car Does.

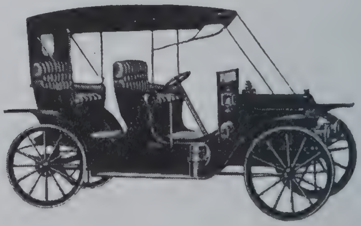
"We were in mud and water several times and once I stopped in the mud and water when the hubs were out of sight just to test the car and it pulled out without a bit of trouble. Use it in all kinds of weather and on all kinds of roads. Run it on roads that no low wheeled automobile on the face of the earth could run. Run this high wheeled machine through mud and soft gravel where it was so deep until it struck the step and the muffler. Never struck a road yet but have gone over it, good or pad, snow or mud."

"To date have covered a distance of 8800 miles. Have averaged 21 miles to the gallon of gasoline. Made sand any depth, hills any height, never towed any distance."

"7137 miles in 66 days. Repair account $4.67.

"Very durable and always reliable. No tinkering, no repairing. Always ready to go when I am, day or night."





W. H. McINTYRE CO.,

AUBURN **INDIANA**

hattan, in Kansas City and Minneapolis, and in Orillia, Canada. The McIntyre was indeed a success and had secured its share of the expanding automobile market!

In the summer of 1909 the company staged a demonstration to show the speed and dependability of its automobile. W. H. McIntyre's son, Harry McIntyre, who had just graduated from high school, drove a McIntyre Autobuggy from Auburn to Fort Wayne in just 40 minutes, a distance of about 20 miles. The average "speed" would have been about 30 miles per hour. Such a speed is rather amazing considering the dirt roads and the high-wheeled buggy type vehicle.

With the rapid development of automobile components and the improvement of roads, the popularity of the high-wheeler was on the wane by 1910. W. H. McIntyre recognized the trend and promptly diversified to the standard pneumatic-tired vehicle. The 1910 model line included both highwheeler and pneumatic-tired models, but the latter predominated. A few highwheeler commercial vehicles were retained through 1912 but were then dropped completely.

McIntyre offered a basic four cylinder pneumatic-tired car in a variety of body styles for 1911. Prices began at $1,350 and a 35 horsepower motor was standard. In 1912 the car was redesigned with a 26 horsepower motor and was offered only in standard touring, roadster, and Landaulet bodies. The touring model was priced at $1,250. By 1913 the public was demanding bigger cars and engines so the company introduced a six-cylinder model which sold for $1,485 with a touring body.

The 1913 model was continued for two years with minor variations and model designations. It was variously designated as the "Model Leader" six, "Model Limited," "Model 6-40 Limited," and "Model 6-40 Hoosier." The Model 6-40 Hoosier featured left-hand steering and a one-man top.

For 1915 a new four cylinder "Model 25" was introduced. It utilized a Golden, Belknap & Swartz stock motor, a wet plate clutch, and a rear mounted three-speed transmission. The car was offered in a five-passenger touring model with a sloping hood, a long V-shaped radiator, a 106 inch wheelbase chassis, and cantilever springing in the rear. It was claimed to be the "best appearing job which has up to this time been marketed by the company."

While manufacturing a varied line of passenger cars the company also built a complete line of trucks and commercial vehicles. During the latter years of the company's existence it probably sold more trucks than cars.

Virtually every size and type of truck was built by McIntyre. Three-fourth, one, one and one-half, two, three, and five ton trucks were offered. Every conceivable body style was available including pick-up, stake, tank, panel, ice, furniture, etc. School bus and "sight-seeing" models were also offered.

The three-ton Model XXXV Truck was priced at $2,850, had a four cylinder 40-45 horsepower engine, weighed 5,300 pounds, and had a maximum speed of 12 miles per hour with a minimum speed of one and one-half miles per hour. It came equipped with "dash and tail lamps and set of tools."

During its prime the W. H. McIntyre Company was undoubtedly the largest of Auburn's several automobile companies. It occupied five separate buildings scat-

Old pals in a McIn

Charlie Wyatt test driving 1912 Model McIntyre. The dog in the goggles was named "Old Bill." Could this be Snoopy's grandfather?

tered throughout the town. The original Kiblinger buildings were located on the east side of Jackson Street between Seventh and Ninth Streets. The Gerig Building survives and was identical to the south building which was located at the present site of the Masonic Building. They were connected at the third floor level with a passage-way extending over Eighth Street. The five McIntyre plants were:

Number One: Masonic Building site, Eighth and Jackson Streets.

Number Two: Gerig Building, Seventh and Jackson Streets.

Number Three: Hoham Building, South Wayne Street.

Number Four: Bassett Building, Eleventh and Cedar (Southeast Corner).

Number Five: Rieke Building, West Seventh Street.

The Number Five plant had been built by the Modern Buggy Company. After the failure of this company, W. H. McIntyre purchased the plant, including $13,000 worth of buggy parts and components, for a total of $25,000.

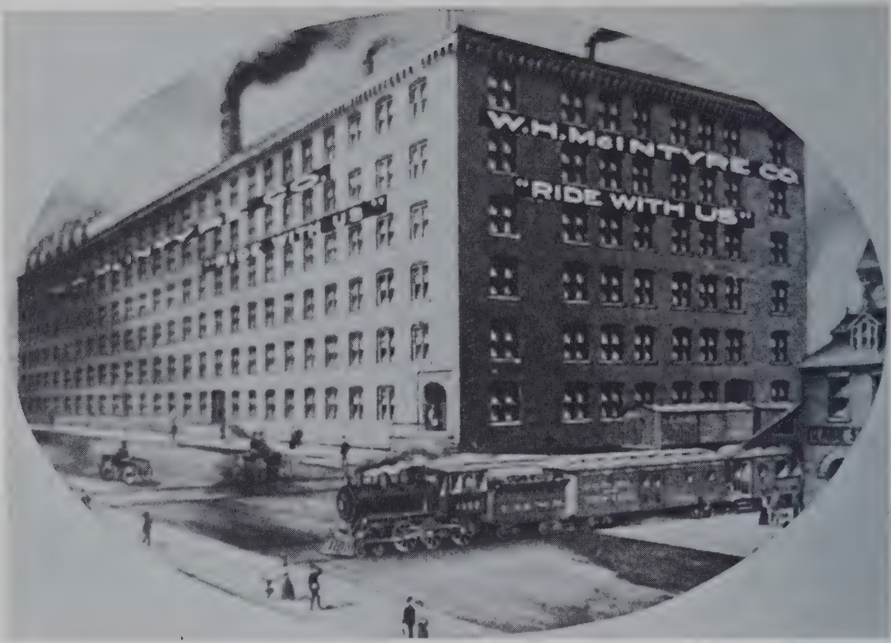
McIntyre employed hundreds of people during its existence. With so many plants located in Auburn, it was necessary to draw labor from surrounding counties.

In 1914 the McIntyre Company began building the popular but short-lived Imp Cycle Car.

With the sudden decline in popularity of the Imp and the decline in sales of McIntyre cars and trucks, the company closed its doors in May, 1915. W. H. McIntyre's sons, John and Harry, continued in the automotive field. John McIntyre joined the Auburn Automobile Company

1914 McIntyre 6-40 Limited. A truly handsome automobile! Note the fancy back window and white tires.

McIntyre Roadster. About 1912. Picture was taken on West Seventh Street, Auburn.



Artists conception of what the McIntyre Plant was to have been. It was common during this era to exaggerate the size of production facilities for advertising purposes. This is the building presently occupied by Rieke Corporation.

and later designed the famed "Auburn Beauty-Six." Harry McIntyre established the Gladiator Manufacturing Company which made radiator cap temperature gauges for various automobiles. Both are prominent Auburn citizens.

The W. H. McIntyre Company played an important role in the history of the automobile. In the course of seven years the company had covered the complete range of automotive manufacture—from all varieties of highwheelers to four and six cylinder standard automobiles, cyclecars, light commercial vehicles and trucks —with as much success as most small manufacturers of the era.

ZIMMERMAN
Manufacturing Company

by JOHN MARTIN SMITH

The Zimmerman Family is an integral part of early Auburn and DeKalb County industrial history. Their industrial pursuits spanned more than 65 years and included the operation of saw and planing mills and the manufacture of barrels, shingles, furniture, windmills, tanks, buggies and automobiles.

The family patriarch, John Zimmerman, was a native of Fayette County, Pa. He and his family migrated to Ashland County Ohio in 1831 and then on to DeKalb County in 1844. The family settled about 2 miles west of Spencerville. Although he was principally engaged in farming, John Zimmerman also operated a sawmill in the Spencerville area for many years.

John's son, Elias, was born in Fayette County, Pa., in 1829. Elias operated his father's sawmill for sometime and then successively operated barrel, stove, and shingle mills in the Spencerville area. In 1875 he sold his other interests and joined his son, Franklin T. Zimmerman, in the Zimmerman Company in Auburn. This firm had been established in 1873 by Franklin T. Zimmerman and a partner named Watson. The following year Watson withdrew from the firm and sold his interest to Franklin T. Zimmerman's brother, George B. Zimmerman. It was George's interest that Elias purchased in 1875. The firm had originally been formed to manufacture building materials. From an early date, however, they made church furniture. In 1882, they began manufacturing windmills and tanks. This phase was continued until 1908 when the line was sold to the Celina Manufacturing Company, Celina, Ohio, under the trade name "Monarch."

In 1886, the business was incorporated under the name "Zimmerman Manufacturing Company."

In 1890, the company began manufacturing buggies for local sale. This part of the business soon became the most important. For many years the company produced more than 2,500 buggies annually. Many different types and styles of buggies were made.

By 1910, Auburn had become a highly industrialized community. Its most important product was buggies and its principal companies were Eckhart, Kiblinger, and Zimmerman.

With the advent of the automobile, it was only natural that buggy manufacturers would try their hand at building an automobile. The Eckharts had begun experimenting with an automobile in 1900 and began manufacturing the Auburn in 1903.

The Zimmerman Manufacturing Company plant was located in the 400 block of North Indiana Avenue in the same building which, after the demise of Zimmerman, was to be occupied for many years by the Auburn Wholesale Hardware. The original building measured 60 by 80 feet. The size was more than doubled after 1907 when the first Zimmerman car was produced.

Entry into the automotive field was not difficult. The basic chassis and other components were at hand from the buggy line. Engines, running gear, and other necessary items were readily available from other manufacturers. In Auburn, engines were made by the Model Gas Engine Works and sold to the local automobile companies. In essence, the early manufacture of automobiles was a means of marketing more buggies. The 1909 advertisement picturing the Zimmerman buggy and automobile together shows that the early Zimmerman buggy and automobile was truly just a "horseless carriage!"

The industry was highly competitive, however, and the automobile rapidly became more sophisticated. After the initial two cylinder models, Zimmerman successfully built four and six cylinder models. The 1914 model line included both four and six cylinder cars and prices ranged from $1,600-$2,300.00. By 1914, the company occupied the main plant which was 280 by 60 feet plus three other smaller three-story buildings. Total floor space was about 75,000 square feet.

In 1915, the company sold a car under the name "DeSota." This car was apparently a six cylinder Zimmerman with a different nameplate. There were very few made and it is believed that there are now none existant. The DeSota had no connection with the Chrysler-built "DeSoto," although it is reputed that Chrysler paid a royalty for the use of the similar name.

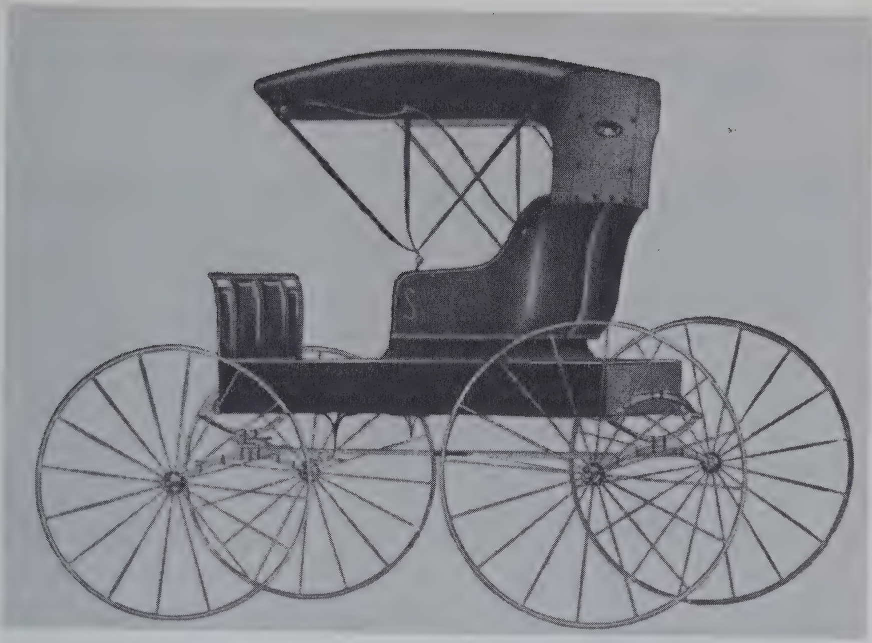
In 1908, the officers of the company were Elias Zimmerman, President; Franklin T. Zimmerman, Vice President and General Manager; and John Zimmerman, Secretary-Treasurer. The latter was a son of Elias and brother of Franklin T. Zimmerman.

Between 1910 and 1914 the Company was dealt two heavy blows with the deaths of Franklin T. and Elias. Franklin T. died in 1910 and Elias died in 1914 at the age of 85. After the death of Elias the Zimmerman buggy business was combined with the Eckhart Carriage Company.

John Zimmerman continued the automobile business until the latter part of 1915. The automobile business was then discontinued and John joined the Auburn Automobile Company. He remained with this company in various capacities until it was discontinued in 1940. He later moved to New York City.

The Elias Zimmerman home was located at 303 West Fifth Street; the Franklin T. Zimmerman home at 304 West Fifth Street, and the John Zimmerman home at 402 North Van Buren Street. The Franklin T. Zimmerman home is now owned by Mrs. H. M. Kirkpatrick. A close examination of the front steps of the home will reveal the name "ZIMMERMAN" stamped into the concrete. Being originally engaged in wood related businesses, the Zimmermans all included beautiful woodwork in their homes.

Although the Zimmerman name has regrettably been almost forgotten in Auburn, it is the keystone of one of the outstanding automobile museums in the world. The museum is "Automobilorama:" at Harrisburg, Pa., and its owner is Eugene W. (Gene) Zimmerman. Gene Zimmerman discovered that the John Zim-



1911 Zimmerman Buggy No. 328. Over fifty styles to choose from! From 1911 Blue and White (Auburn High School Year Book).

merman who left Fayette County, Pa., in 1831, was related to his ancestors.

Mr. Zimmerman operates three Holiday Motor Hotels in the Harrisburg area. Automobilorama is in conjunction with Holiday West and is housed in an ultra-modern, three-story building with 80,000 square feet of floor space including a complete restoration shop. There are more than 350 automobiles on display.

Automobilorama is the story of history on wheels. Its exhibits trace the evolution of the automobile from the Conestoga Wagon, buggies, carriages, bicycles and motorcycles—along with steam, electric, and gasoline cars to our luxury automobiles of today.

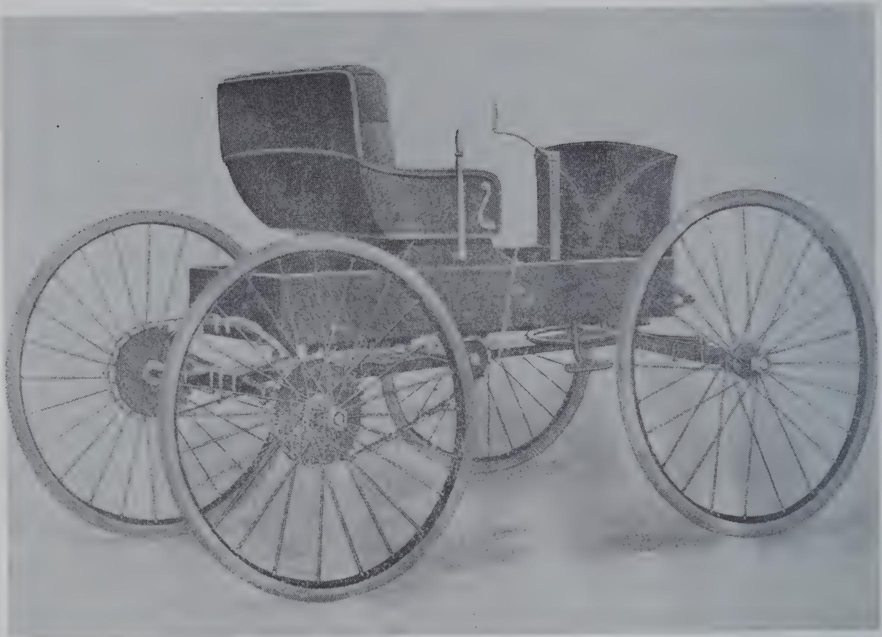
The Automobilorama trademark is a 1909 Zimmerman touring car. This car is the focal point of the entire collection. Its silhouette is woven into the carpet throughout the museum and is pictured on all items pertaining to the collection. The year of the car is also significant in that Mr. Zimmerman was born in 1909.

The Automobilorama collection also includes five Auburns, an L-29 Cord, and a 1909 McIntyre Roadster, all of which were manufactured in Auburn.

"Good-bye to the Horse, Good-bye."

"RIDE WITH US IN A KIBLINGER AUTOMOBILE."

by JOHN MARTIN SMITH



"It is with much pleasure, and after years of careful study, that we are now prepared to offer to all who want an automobile, one at $250.00," began the 1907 catalog of the W. H. Kiblinger Co., Auto Dept., Auburn.

An established manufacturer of buggies and carriages, the company's new department was optimistic of its potential. "We are certain from the way orders have been coming in that it will only be a short time until one or more 'Kiblinger Automobiles' will be found running in every city and town in the world . . . It is admired by everybody, and is surely indispensable. Anyone that can afford a horse and buggy can better afford to own a 'Kiblinger Automobile.' "

The company clearly intended to put the horse out of business. The catalog continues: "We do not feel that it is necessary to go into details to explain to you how much better and more satisfactory the 'Kiblinger Automobile' is than the horse. We believe you understand just as fully as we do. Think of operating a 'Kiblinger' from 50 to 100 miles on one gallon of gasoline. We have realized for a number of years that if the Automobile ever took the place of the horse it would only be brought about by placing a machine on the market that would cost less than a horse and buggy, and we therefore offer 'The Kiblinger.' Remember the price, $250.00."

The Kiblinger was available in two models—A and B. The only real difference between the models was a slightly larger motor and $50. Both motors were one cylinder, developed 1800 RPM, and were located under the seat. Bodies were "piano box type, 26 x 60 inches, sill extra heavy metal, re-enforced." Options included 44 inch bicycle type spoked wheels with cushion tires or wooden spoked wheels with steel tires. The car was painted ". . . plain black, gear dark carmine, neatly striped" but other colors could be used for which an additional charge was made. Upholstery was a dark green leather. "Easy and efficient" steering was accomplished by a "hand lever device, upright from center shaft, rigidly attached to the bottom of body, controlled by sprocket rod and chain." The entire vehicle only weighed 450 pounds and was purported to have been built entirely at the company's plant in Auburn.

"It is not our aim to offer you a racer or touring car, but a machine that will travel every day at the rate of 20 to 25 miles per hour and at a nominal expense . . . "The Kiblinger is a plain, neat and very simple machine, and there is absolutely nothing about it to get out of order. Should anything by mere chance or unavoidable accident get out of order, the machine is so simple that anyone can repair it. You are less liable to accident when using a 'Kiblinger' than you are when using a horse."

At least one buyer was enthusiastic about the new car. In a "testimonial" included in the 1907 catalog U. L. DeWitt of North Manchester, had written the company: "Wish you would hurry up and send me that Automobile at the earliest date possible. Our roads here are in good shape and I can use it every day. The ride I had at your factory was a very pleasant one and the power and speed of the Automobile was a complete surprise to me, and I know that you have got something that will answer my purpose in a thoroughly good and reliable runabout."

W. H. Kiblinger started in the hardware business in Auburn in 1877. He later added farm machinery and also had a location at Waterloo. In 1883 he began manufacturing buggies and wagons. He later added special use horsedrawn vehicles to his lines, including ambulances and casket wagons. The hardware and buggy depository (showroom) was at the northeast corner of Seventh and Main.

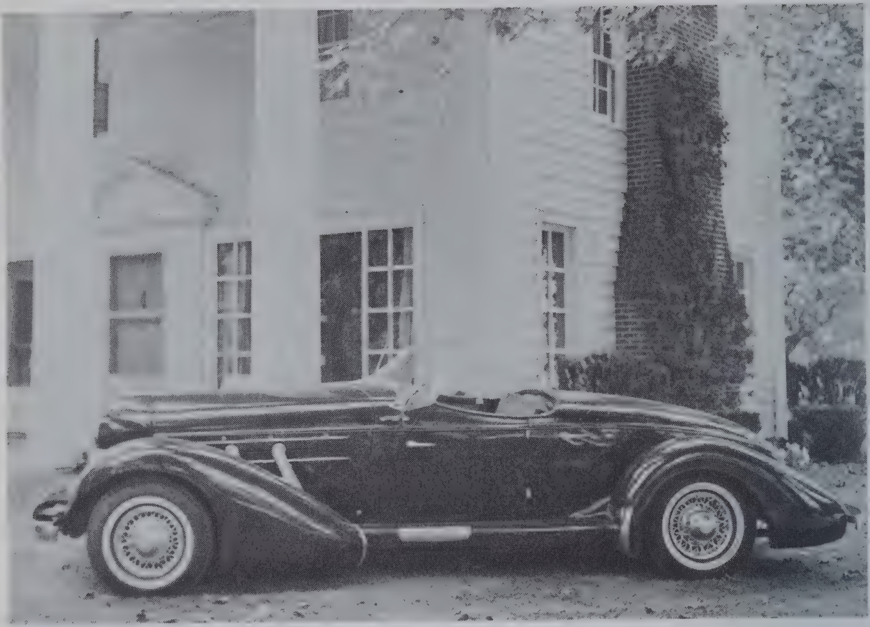
The businesses were incorporated in 1899. After Kiblinger's death, W. H. McIntyre became president of the corporation. In 1909 the name was changed to the W. H. McIntyre Co. and thereafter the Kiblinger Automobile was replaced by the McIntyre. Contemporary advertisements assured the public that there was "no change in personnel" and apparently there was no change in policy as all the Kiblinger models were continued under the McIntyre name. The company went on to build the rather sophisticated McIntyre and the novel Imp Cyclecar. The company failed in 1915 but left its mark in automotive history.

FIRST CIRCUS

The first record of a circus in DeKalb County was in June, 1852, at Auburn, when Orney and Company were granted permission to exhibit within the city. The circus wagons were driven overland and people lined the road into Auburn to watch the caravan go by. Much excitement prevailed and nearly all of Auburn and most of the county population crowded under the canvas to watch the performance.

From: *1914 History of DeKalb County, p. 319.*

"For The Love Of . . ."



Man, throughout history, has accomplished nearly unbelievable feats for the love of . . . a woman, a dog or his trusty mount. This is, though unique and many faceted, one of those history-making love stories.

Our Don Juan is Glenn Pray, and the object of his affection is a car, or cars, but not just any car; he has Classic devotion—to two of Auburn's own Classics, the 810 Cord and the Auburn Speedster.

Starting in 1956 Glenn Pray spent all his time and effort on the re-creation of the 810 Cord. It was a slightly reduced version referred to as the 8/10 Cord, which had its World Premier in Tulsa, Okla., August 8, 1964.

Pray's 1964 Cord Sportsman, like the original, was in itself an automotive first. In spite of being short of facilities, short of help, and short of capital, Pray presented a Cord that was not only an artistic reproduction but a revolution in the automotive field.

Revolutionary is the only word to describe the Cord body material, Royalex, a product of U. S. Rubber. For the technically minded, Royalex is a non-homogeneous thermoplastic laminate derived from acrylonitrile-butadiene-styrene (ABS) plastics. Of interest to us with less technical appreciation, this wonder material is resistant to all weather, acids, salts, alkalies and most other chemicals, and its life expectancy is unparalleled by any present body material. It was reputed to withstand the pounding of a sledge hammer; if you did find a way to dent a fender, you need only apply a 500° hot air gun to the fender and the dent would pop out repairing itself. This material has a memory and will return to its original shape when heated.

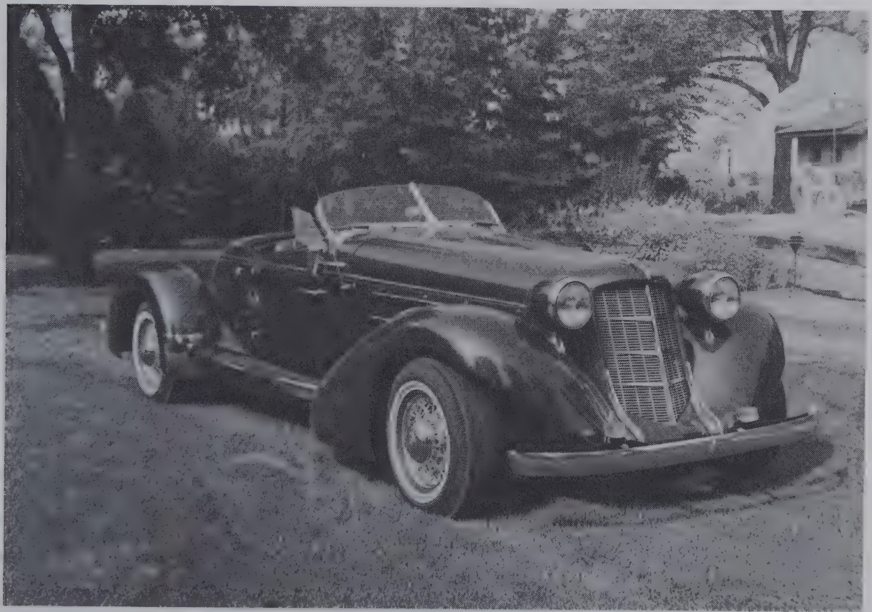
This amazing Cord body engineered by Walter L. Pray was mounted on a new chassis engineered by Glenn Pray and C. Walter Carlton, III; it housed an air-cooled Chevrolet Corvair engine. Total weight was just under a ton, giving high performance and handling ratings to the front-wheel drive Sportsman.

Ninety-seven "8/10" Cords were built. Like the original unfortunately, the "8/10" Cord was ill-fated, and Pray's dream of revival failed as did the earlier attempts at revival of the Cord by Hupmobile and Graham-Paige. After eight years of sweat, blood and bull-headed determination, a man's dream blossomed; then it withered and died. Why failure?

The "8/10" Cord Sportsman's demise was probably due to a composite of many reasons, but we are involved in a love story of which this is but one of the heartaches so commonly associated with romance. Most men after suffering such a disappointment and financial drain would have packed away their dream and started selling shoes. But Glenn Pray is no average man. He is truly a classic Classic devotee and a genius, and a most determined man.

The demise of the Cord Sportsman served to strengthen our Don Juan's education.

As a recent graduate from the "school of hard knocks," our determined Classic reviver started his first step to fulfill another dream already conceived. Out of the warm ashes of a business conflagra-



Pray's 866 Auburn Speedster.

tion hatched the 866 Auburn Speedster.

The prototype of this new Auburn Speedster was barely completed for viewing at the Auburn-Cord-Duesenberg Reunion held over Labor Day weekend 1968 in Auburn, "The Home of the Classics."

Mistaken even by the experts of the A-C-D Club, this re-creation has all the lines and beauty of that original highly cherished, highly sought after 851-52 Boattail Speedster from which it was patterned. In silhouette the new and the original appear to be identical. Actually the new Auburn is three inches lower and two inches wider (track) than the 851-52 built in 1935-36. Smaller diameter tires and wheels along with the use of the Ford Galaxie modified frame and suspension account for most of the size difference.

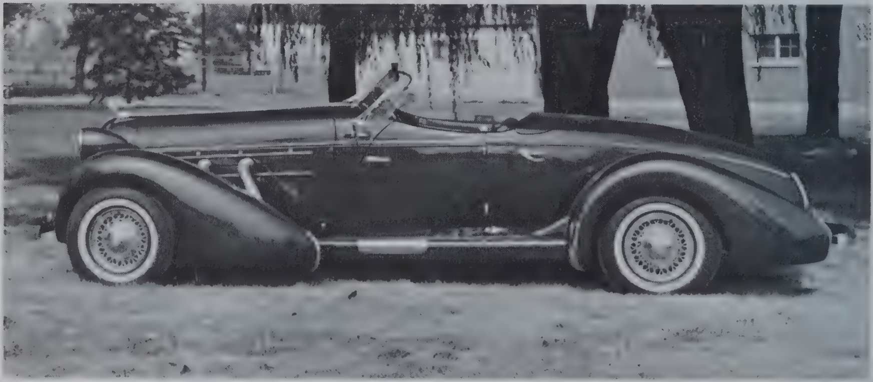
Glenn Pray purchased the Auburn-Cord-Duesenberg Company including parts inventories, which has enabled him to use actual parts and accessories, i.e., the "Auburn" name plates, the "Flying Lady" insignias, grilles and radiators, bumpers, door hardware, and emergency brake handles originally made for the 851/852 Speedster.

From behind the wheel of the 866 Auburn you become aware of something more than the big V-8 engine, the rakish speedster design and the instrument panel out of the past. You become aware of great stability. A lower center of gravity, equal weight distribution and wide oval Firestone Supersport H-70's as standard equipment account for this "Rock of Gibraltar" feel.

With its sleek lines, golf club compartment and seating capacity (it's strictly a two-people car), the Auburn Speedster is truly a sportscar. Under that long, shiny hood of three layers of hand lay-up reinforced polyester rests a 429 cu. in. Ford T-Bird engine ready to move you from zero to 60 miles per hour in less than seven seconds. Pray estimates top speed to be around 130 m.p.h.

These modernized Speedsters come equipped with nearly everything you might desire in a sportscar, including power steering, glove leather interiors, AM/FM radio and much more. The price is $11,000.

A magnificent piece of machinery born from a man's magnificent dream. Glenn Pray did it, for the love of . . . !



866 Auburn Speedster in front of the Rieke plant.

As Told To JOHN MARTIN SMITH

BIG WILD BILL

One of DeKalb County's most delightful, interesting, and colorful personalities is *"Big Wild Bill"* Fitzsimmons. Born Guy Phillip Fitzsimmons and successively rechristened *"Big Wild Bill"* Fitzsimmons, he at age 81 has led several full and exciting lives as an automotive test driver, a motorcycle race driver, a truck driver, a pioneer aviator and stunt flyer, an ice sled driver, and commercial pilot.

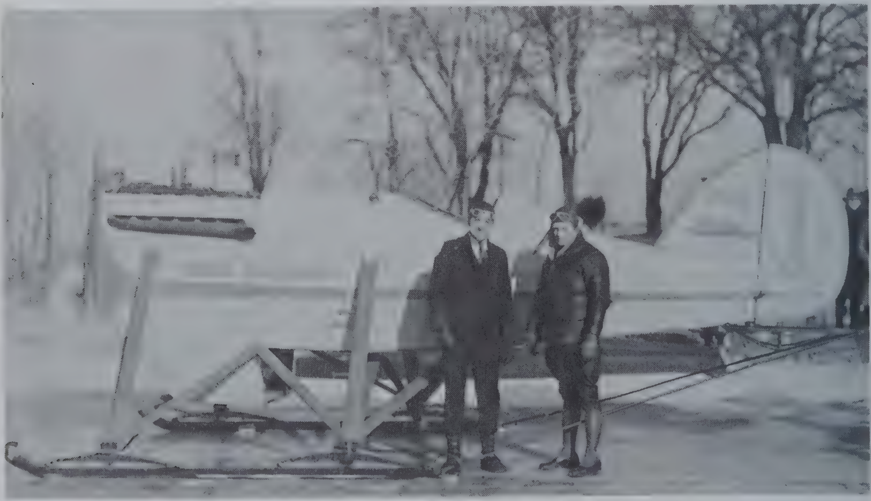
As a boy *"Bill"* was intensely interested in automobiles, motorcycles, and airplanes. He learned to drive in 1904 at the tender age of 14. Of course, he did not have a car of his own at that time, but he did have a Wagner one-cylinder motorcycle. In 1905 *"Bill"* heard that Wilbur and Orville Wright were going to stage a flying demonstration at Indianapolis. He and a friend left *"Bill's"* hometown of Russiaville, Ind., and rode all night. They arrived at the Indianapolis Speedway early the following morning. The grounds were guarded by the National Guard, but since he and his friend were dressed in helmets, goggles, and leggings the soldiers thought they were part of the Wright entourage and permitted them to proceed to where the Wright brothers were preparing for the demonstration.

"Bill" and his friend indicated that they were willing to help without compensation and were soon put to work greasing the two hundred foot wooden troughs along which the plane was catapulted with the aid of a 1500 pound weight dropped from a tower.

While an improvement over the first plane which was flown at Kitty Hawk in 1903, the demonstration plane was still little more than a curiosity. It had a 20 h. p. hand-built engine which was connected to its two propellers with bicycle chains. The propellers were made from rowboat oars which were shortened and inserted into sockets. The gasoline tank held only a quart of fuel. The plane took off, flew to a height of about 50 feet, made a circle, and then landed. After the demonstration, *"Bill"* and his friend helped dismantle the plane and pack it in large cases for shipping to the next town.

"They asked me and this other fellow if we'd like to work with them and if we'd go along and help set these airplanes up because we worked like beavers, you know, because we were so happy to be around an airplane. They said if we'd go along, they'd pay all the expenses. They wouldn't pay us any salary, but they might have a chance to teach us to fly. So I hunted up a telephone and called my father. He said, 'You get on that motorcycle and get right home and get to school.' Set my flying back several years."

School did not interest *"Bill"* for long. He soon moved to Kokomo and began working for Bill Eikenberry, an early automobile dealer and promoter. At first he assembled and road-tested cars which were shipped unassembled to Eikenberry's dealership. He then became a test driver for Haynes-Apperson in Kokomo and Premier in Indianapolis. In 1911 *"Bill"* drove a Premier 75 miles per hour at the



"Miss Auburn" was built to break the world's land speed record of 300 miles per hour. It developed 186 miles per hour in one mile from a dead stop on Houghton Lake, but started to vibrate and break up. Three miles were consumed in an effort to stop the craft. Pictured with "Miss Auburn" are "Wild Bill" (left) and Irvin Rieke (right). The ice boat was built and designed by Irvin Rieke.

Indianapolis Speedway and broke the track record for production cars. Ray Haroun won the first 500 mile race that same year driving a Marmon Wasp at a speed of only 74 miles per hour.

"Bill" then became Bill Eikenberry's chauffeur and for a time drove him throughout the Midwest on his various business deals. In the fall of 1910 Eikenberry decided he did not want to use his car during the winter. He asked *"Bill"* if he would be interested in spending the winter roadtesting for a friend of his, Morris Eckhart, at Auburn. *"Bill"* was enthusiastic, came to Auburn, and has been here ever since.

"I never liked the name 'Guy.' When I came to Auburn to roadtest they knew I had been Bill Eikenberry's chauffeur for several years. They knew Bill Eikenberry because he was a personal friend of Morris Eckhart. They didn't know my name, and I didn't tell them because I didn't care for it, so they called me 'Bill.' . . . At that time there was another 'Bill' in roadtest, and since I was so much larger than him they called me 'Big Bill,' and later on in my flying and acrobatics they said I was a wild man, and they called me 'Big Wild Bill Fitzsimmons.' "

The Auburn Auto Company was selling cars as fast as they could build them. During *"Bill's"* first winter with them, they employed 26 men in the roadtest department. Each chassis and engine was tested before the body was put on. A crude bucket seat and a large weight were attached to the chassis. It was then driven for from 50 to 100 miles. The drivers looked for oil and water leaks, slapping pistons, and noisy rods. If any were found, the driver was responsible for repairing them.

In about 1913, *"Bill"* left the Auburn Auto Company and worked for the Double Fabric Tire Company for a short time. Around 1915 he began driving a truck for B. O. Fink at the Auburn Foundry. As the company grew, Mr. Fink obtained several large contracts for castings in Ft. Wayne. Transportation was a problem, though. Mr. Fink heard that a man in Detroit by the name of Freuhoff had built a truck that would haul much larger loads than any other truck then available. B. O. Fink and *"Bill"* went to Detroit and bought the first Freuhoff tractor-trailer semi-truck. Both the tractor and trailer had solid rubber tires, but the rig would haul 15 tons at one time. For several years *"Bill"* made three round trips each day between Auburn and Fort Wayne with his truck.

Receiving the only permit issued to fly over the Chicago World's Fair.

In 1921 *"Bill"* resumed his interest in flying. He did not tell people that he was taking flying lessons *"because in those days it was thought that anybody who flew an airplane was crazy."* He learned to fly in a surplus World War I plane, the JN-4 or Jenny. Lessons cost $35 an hour and were available in Kokomo, Fort Wayne, and Bryan, Ohio. With the help of B. O. Fink, *"Bill"* bought his own plane in 1926. It was a Waco 10 and was built at Troy, Ohio. Since the nearest airport was at Fort Wayne, *"Bill"* kept his plane there but brought it to Auburn on weekends. For a time he landed in a field where the Dana plant is now located, and then in a field near the DeKalb County Farm. He later used the field on the Auburn-Ashley Road where E. L. Cord subsequently built the old Auburn Airport.

"Bill's" determination to master his machine and the maneuvers necessary to prove to himself that he had done so earned him a reputation as a stunt flyer. In about 1928 he began doing stunts and aerial acrobatics for air shows and circuses. He soon gained national recognition as a stunt flyer.

Around 1930 he taught Irvin Rieke how to fly. Soon Rieke had his own plane and hired *"Bill"* to fly it around the country on a part-time basis. He maintained his employment with B. O. Fink for a while but eventually gave it up to fly full time for Rieke. He later taught Glen T. Rieke to fly.

During this era skywriting with exhaust oil had become quite popular. *"Bill"* had known Art Smith, Fort Wayne's pioneer aviator, and knew that he had invented, patented, but never developed, smoke writing equipment which used phosphorous. He discussed this with Theodore Rieke, and the two of them secured the patent rights from the deceased Smith's parents. Although the equipment was dangerous and difficult to use, it was far superior to other methods of skywriting.

The device threw a 3,000 foot flame which blurred into a very dense smoke. The flame could barely be seen in daylight, but at night the effect was dramatic.

The future of skywriting looked bright, so Rieke Aerial Advertising Corporation was formed and incorporated under the laws of the State of Indiana. However, the new corporation never blossomed into more than a venture.

During his spare time, *"Bill"* and sportsman Irvin Rieke pursued another interest. Around 1930 *"Bill"* built a small ice boat powered by a motorcycle engine and propeller, and Rieke built a larger one with a Cadillac engine to be used on Hamilton Lake. They both realized the potential speed of such machines and together decided to build an ice boat fast enough to break the land speed record which was at that time about 300 mph. They purchased a LaRhone rotary aircraft engine, mounted it on a fuselage with runners, and succeeded in getting 180 mph out of it.

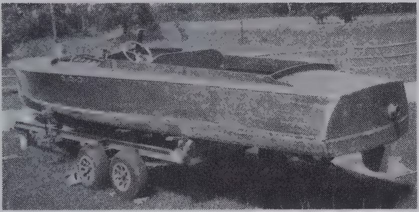
"Bill" continued to fly commercially for Rieke. The largest plane which they operated was a Lockheed 12. The plane was seven passenger, and its cabin was '*club*' equipped with davenports, ice boxes, and other extras. The plane had originally been used by Wendell Wilkie in his presidential campaign. It was confiscated by the government during World War II, equipped with extra fuel tanks, flown across the Atlantic, and given to England.

"Bill" retired as Rieke's chief pilot in 1955. Although he does not solo any more, he has maintained his license and still flies occasionally. Recently, an old friend, Ed Schenk, who sells helicopters and teaches flying helicopters and fixed wing aircraft at the airport southwest of Garrett, dropped in on *"Bill's"* back yard on County Road 11A and took *"Bill"* for a helicopter ride.

"It was great. But I sure couldn't get used to that stopping and backing up in mid-air."

"Restoring a Rum Runner"

Mahlon Rieke, president of Rieke Corporation, has embarked on an adventure of research and restoration involving a rare and unique boat. Rare because few have been preserved. Unique because this boat was designed and built for only one purpose—the illegal transportation of alcoholic beverages.



Hackercraft boats, built by the late John L. Hacker Boat Company in Mt. Clemens, Mich., were assembled in different configurations and sold to wealthy people all over the world. They were without question the Duesenbergs of the speed boats during the 1920's, '30's, and '40's.

Rieke's boat is of special configuration! Its design was a direct result of an Act of Congress: "The Volstead Act, passed Oct. 28, 1919, to enforce prohibition under the War Act of Nov. 21, 1918, and the 18th Amendment to the Constitution (ratified Jan. 16, 1919) declaring all liquors with more than half of one percent alcohol to be intoxicating and consequently their manufacture, sale and transportation prohibited." It's a "rum runner!"

This special Hackercraft was found by Rieke in a barn north of Detroit where it had been stored since the repeal of Prohibition, effective Dec. 6, 1933. The gentleman selling the boat preferred to take the Fifth Amendment when quizzed about the former activities of the boat and its former owner, the seller's father.

When found, the 28-foot boat was powered by a 400 horsepower V-12 Liberty aircraft engine of World War I vintage (in itself, a rare find) with 1650 cubic inch displacement. The hull is constructed entirely of Honduras mahogany and all frames and ribs are of white oak.

Mr. Hacker, the manufacturer, was one of the world's leading naval architects in the field of high speed planing-type hulls. As you will note in the photographs of Rieke's unrestored craft, the engine was positioned considerably far forward and as a result, when the boat was empty of cargo, it would not plane properly. However, add a ton of Canadian Whiskey to the stern, and you obtain the balance for a high speed "rum run" across Lake Erie.

High speed performance was required only when the speed boat was loaded with "sauce," so little consideration was given any other circumstance.

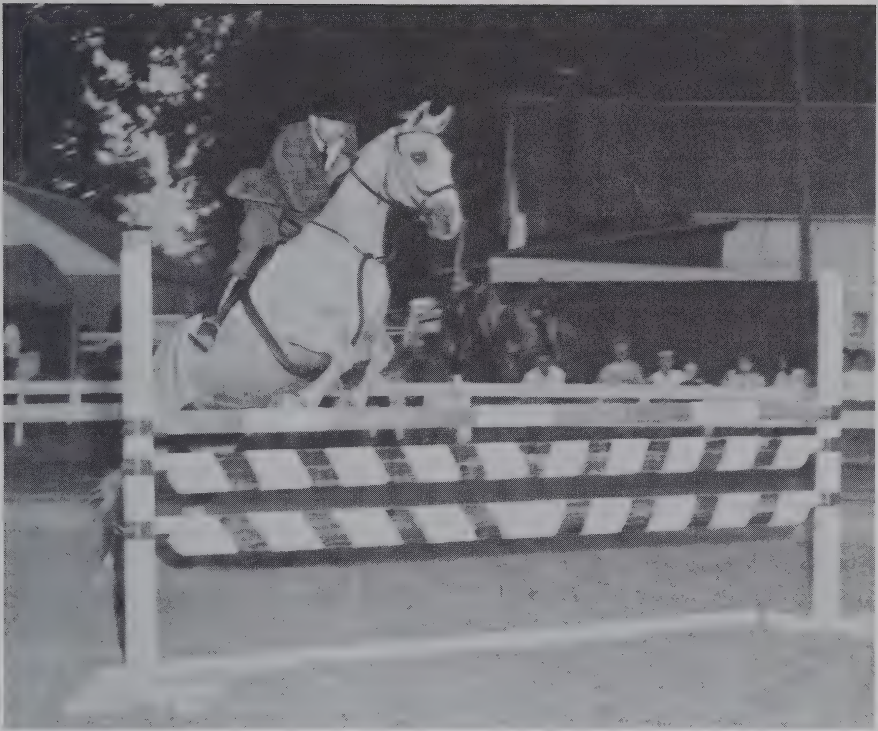
So admirable was the performance of these Hackercraft that many of them were captured by the Coast Guard, had their engines repositioned and were used to intercept "rum running" sister craft.

As a result of an article in Rudder Magazine on Rieke's boat, he has received numerous inquiries and offers to buy which he says, "I will continue to resist."

Restoration is to completely re-do the hull, inside and out, to bring the craft into the same condition with the same passenger compartments as shown in the accompanying photograph (restored boat in water). The speed boat will be powered by a modified 600 horsepower Curtiss Model D-12 aircraft engine which should propel the craft in excess of 60 miles per hour. The original V-12 Liberty engine was donated by Rieke to his brother, Irvin Rieke, who, over the years, has assembled a number of old vintage aircraft engines which are on display at his Piper Aircraft facilities in Billings, Montana.

A limited number of Hackercraft have been preserved by their owners as classics who put them on display wherever classic boat enthusiasts have reunions, much as our own A-C-D reunion.

Said Rieke of his classic, "She must have had an exciting career in the past and after being inactive for approximately 36 years, she will have another career. This time, inside the law!"



HORSES - - an Auburn Tradition

By Hal G. Hoham

Twenty-four years ago a small group of equestrian enthusiasts held the first of Auburn's present uninterrupted series of horse shows. A show or two had been held prior to this in Madden's field; however, it was a privately sponsored activity which did not attract the current community interest of the Auburn Horse Show.

The interest in horses as a source of recreation rather than as a utility animal gained in popularity during the early 1940's; the horse population has continually increased to this very moment, and the quality of the animals has continued to improve. The graceful performances of the mounts in recent years is a far cry from the horses exhibited in yesteryears. The number of exhibitors and pride of ownership of a good, well-trained horse has brought the sport to the enviable position it now enjoys.

The first Auburn Horse Show was held on a farm northwest of the city. The interest of the horsemen and the enthusiasm of the comparatively few spectators clearly indicated that an annual horse show in this community would become an annual event. The DeKalb County Fair Association recognized the interest in saddle horses in our county and included a saddle horse department and a horse show along with its annual program to further create an interest in the sport of showing horses.

The second and third annual shows were held in William's Field on the ground now a part of Cooper Industrial Products. No permanent facilities were available. A show ring was loaned to the local show by the Knox Indiana Saddle Club, tents were rented, and the Plymouth Horseman's Association loaned the temporary stalls which were erected by local horsemen.

During this time the Bar-None Saddle Club, Inc. was organized, its purpose being to encourage the breeding, training, and exhibiting of horses and ponies. This club, with the encouragement and cooperation of the Fair Association, built and has maintained the present show ring and saddle horse barn on the DeKalb County Fairgrounds. This facility is used not only for the Auburn Horse Show, but also for the Fair and various 4-H Club activities. Shortly after organization the Bar-None Saddle Club built its present club house building; this club house is used as a meeting place and is also used by many civic groups, clubs, organizations and private parties.

The Auburn Horse Show these many years has been sponsored jointly by the Saddle Club and the Auburn Lions Club. The profits from this venture have remained in the community. The Saddle Club has done much to improve the Fairgrounds and promote other worthwhile community projects. In fact, this year it sponsored the purchase of a tractor and mowing equipment for the Fair Association. The Lions Club's share of the profits has gone to many outstanding community betterment projects.

Twenty years ago the Auburn show affiliated with the Indiana Saddle Horse Association. This affiliation has attracted horses and exhibitors from Indiana and many of our neighboring states and Canada. Spectators from great distances come to Auburn for this annual two-day activity. Many of our exhibitors have continuously shown here for more than 20 years.

The 1969 presentation held August 2nd and 3rd, received the largest number of entries and spectators in the history of the Auburn Horse Show. This record turnout reflects the popularity of Auburn's show since there were five shows in Southern Indiana, one in Southern Michigan, and one in Northern Ohio, all competing with Auburn for entries.

DARING COURTHOUSE BURGLARY

During the night of Saturday, February 16, 1867, the DeKalb County Treasurer's office was burglarized of about $18,000. The iron outer door of the office was drilled into and pried off and the inner wooden door was pried open. The outer door of the safe was cut through the panels, above and below the lock, the inner bolts withdrawn and the door opened. The chest in which the money was kept was opened by steel wedges and bars. The burglary was particularly daring in that the Sheriff's residence and jail were also located on the square adjacent to the courthouse. Although several persons were suspected and several arrests were made, the actual perpetrators were never tried nor convicted.

AUBURN-DILLINGER ARSENAL

By John Martin Smith

The State of Indiana, indeed the whole Midwest, was in a state of panic and confusion. People were indignant. Police were frantic. Bankers were horrified. Insurance companies were posting bigger rewards.

John Dillinger and Company were on the loose!

Auburn Police Chief Charles Davis announced that his Department was prepared and had a more than adequate arsenal of weapons, including a Thompson submachine gun and bullet-proof vests. Dillinger may have learned of the Chief's announcement and initiated future plans around it.

On Saturday, October 14, 1933, the Auburn Arsenal was wiped out without a shot being fired! The following Monday's edition of The Evening Star reported:

"A group of daring bandits, believed to have been led by Walter Deitrick, who was among ten prisoners at Michigan City who escaped recently, and Harry Copeland, a paroled convict, made a raid on the police station at the Auburn City Hall Saturday night, held up two officers and made away with about one thousand dollars worth of weapons and ammunition, including a machine gun.

"A wide search is underway for the desperadoes, but so far without avail.

"Two veteran members of the police force, Fred Krueger and Henry West, were the victims of the outlaws. They were threatened with guns in their ribs, but were not harmed. The hold-up required only a few minutes' time and the loot consisted of a Thompson machine gun, a common 38 calibre revolver, a 38 Smith and Wesson revolver, a 30 calibre Springfield Army rifle, a 401 Winchester automatic rifle, a 44-40 Winchester 16 shot rifle, a 45 calibre Colt's revolver, a 44 special Smith and Wesson revolver, a 25 Spanish automatic pistol, a 38 German Luger revolver, a large quantity of ammunition and three bullet-proof vests.

"The police office is located in front of the building, which is situated at Ninth and Cedar Streets, opposite the Court House. In one corner of the room is a desk where Officer West was sitting when Officer Krueger entered at 11:20 o'clock carrying a sack of popcorn. Mr. Krueger sat down, his back towards the door. Immediately after, two well dressed men about thirty years old strode into the room, each brandishing two revolvers, one in each hand.

"Walking up to Officer West, one of them said, 'You might as well sit still. We don't want to kill anyone unless we have to. Have you got any guns?' Mr. Krueger stood up and answered 'Yes,' at the same time reaching towards his hip pocket. 'Oh, no,' said the bandit covering him, 'I'll get it.' Krueger dropped his hands to his side and the bandit reached into the officer's pocket and removed the revolver. Mr. West was forced to surrender the gun he was carrying in like manner. One of the bandits then commanded the officers to furnish a key to the gun cabinet located beside the desk. The officers started to demur, but with guns in close proximity to their ribs, Mr. West produced a key and unlocked the cabinet.

"Mr. Krueger in the meantime had glanced out the window in an effort to get a look at the bandits' automobile. He failed to see it, but one of the hoodlums thereupon ordered him to the opposite side of the room, with his face to the wall. After removing a few of the guns from the cabinet, one of the bandits remarked, 'Why not put these fellows into a cell and get rid of them?' Suiting the action to the word, the bandits forced Mr. Krueger to get a key to a cell from a desk and the officers were then marched to the cell, which is just in the rear of the office, and locked them up. In doing so, one of the bandits remarked to Mr. Krueger, 'I have heard of you for thirty years.'

"The outlaws were heard making two trips after their loot. The officers got a glance at a third man who was in the hallway evidently posted to handle any visitors to the City Hall. It is presumed the bandits' automobile was nearby. After they made their departure the officers called across Ninth Street to George Anderson. He hurried to the City Hall and got another key from the desk. He released the officers and an alarm was given, but no trace of the bandits could be found.

"The machine gun and vests were the property of the City and the 25 calibre pistol belonged to the Chief of Police Charles Davis, but the other weapons and most of the ammunition were owned by Officers West and Krueger.

"Sheriff John P. Hoff and Chief of Police Davis left the City Hall only a few minutes before the raid. As soon as they learned of the crime they spread the word to surrounding counties and to state police headquarters. It was deemed probable that not only Deitrick and Copeland were implicated, but also John Dillinger, who was freed from the Allen County jail in Lima, Ohio, last week after killing the Sheriff."

George Anderson, to whom reference is made in the story, ran a popular restaurant on East Ninth Street in the building now occupied by the Mettert Used Furniture Store.

It was reported that sometime after the weapon robbery, Auburn Mayor Warren Lige received a letter from Dillinger stating that he appreciated his bullet-proof vests but one of them had proved unsatisfactory—the guy wearing it had been killed in Hammond during a bank robbery.

The Dillinger gang continued to terrorize the Midwest. Police feared that they planned a wholesale attack on the Indiana State Prison with the Auburn Arsenal. This fear never materialized.

A search of his apartment after his death established that Dillinger was in fact one of the Auburn trio. Police found a map of DeKalb County showing the location of the Auburn City Hall, all DeKalb County banks and proposed getaway routes.

ACD REUNION

The international reunion of the Auburn-Cord-Duesenberg Club is held annually over the Labor Day weekend in Auburn. This gala event drew some 20,000 visitors in 1970.

OUR CITY PARKS

by JOHN L. FOLEY
Park Recreation Director

The City of Auburn has six parks with a variety of recreational facilities for both adults and children. They are supervised by the Park Department with Councilmen John L. Foley and Oren Grandstaff as directors.

The oldest park is Eckhart Park, which was given to the City of Auburn by Charles Eckhart in 1915. This was the only park in use by the City for many years.

Facilities consist of playground equipment, three pavilions, facilities for picnics, approximately forty picnic tables, three pole stoves and two stone fireplaces.

Eckhart Park has 17 acres of wooded grassland and is considered one of our finest parks. It is located at the south end of Cedar Street.

Adjacent to Eckhart Park, to the west, is the $135,000.00 Community Swimming Pool.

This facility was originally part of the old Auburn Automobile plant, which later became part of Warner-Motive Division of Borg-Warner Corporation. Borg-Warner built a new plant and abandoned the old buildings, which were torn down about 1962. This land was donated to the City of Auburn for a park.

Early in 1965, the Auburn Jaycees called a meeting of interested persons in the community with the idea of constructing a community swimming pool.

At this meeting the following officers were elected: H. G. Oren, president, J. L. Foley, vice president, George Hess, secretary and Theo Webb, treasurer.

The Executive Board consisted of Warren Sunday, Richard Fink, Arie Van Straten, John Holdeman and Larry Wible.

Thirty-seven leading area citizens were appointed to the board of directors.

This group investigated various area swimming pools.

Several pool companies were contacted and plans were made for the construction of an olympic-sized pool, 50 meters long and 25 meters wide. It was felt that this size would best suit area needs as any person who could qualify for a swimming team or any competition in swimming would best be trained in an olympic-sized pool. Also there were sufficient people interested in swimming to adequately fill a pool of this size. The pool holds approximately 350,000 gallons of water.

For three years the pool committee "begged, borrowed and coaxed" area residents and industry to provide the necessary funds to build this pool.

It was with great joy that the contract for actual construction was awarded to Midwestern Pools, Miamisburg, Ohio, in 1967.

Construction began in March and was completed by the first week in June.

The pool committee made an agreement with the City of Auburn that they would build this pool, complete with bathhouse and parking facilities before it was turned over to the city. To meet this commitment, it was necessary for the pool committee to operate the pool for two seasons before sufficient funds were raised to complete the project.

The pool is now under the operation of the City Park Department. It opens Memorial Day and closes Labor Day. It is staffed by a manager, assistant manager, five full-time life guards and three basket and ticket room employees. Pool hours are noon to 5 p. m. and 6 to 9 p. m. daily.

Auburn's pool was used in 1968 for the State Jaycee Swim Meet and many comments were received about the outstanding facilities.

The city has continued to improve the area surrounding our beautiful pool and has planted trees and shrubbery to complete the landscaping.

The second largest park is known as Auburn Memorial Recreation Park.

It consists of twelve acres of flat land located in the west side of Auburn, between Phillip and Hazel streets and south of Fifteenth Street.

This park was purchased by Auburn in April, 1947, from the Caruth Estate for $3,000.

The park was originally used for a softball diamond.

With Noah Yoder's help, the Auburn Softball Association, Auburn Moose Lodge, Auburn Lions Club, Roger Grogg, and many others, the concrete bleachers were built and baseball facilities erected.

On June 6, 1949, Mayor Hal Hoham requested an official name be given to the west ball park and Councilman Ralph Wible suggested the name Auburn Memorial Recreation Park in honor and memory of all deceased veterans from our community who gave their lives for our country. This was approved by the City Council.

Facilities are available at Auburn Memorial Park for softball, baseball, horseshoes, picnic facilities, three tennis courts, a pavilion and playground equipment. This park is used mostly for league baseball and tennis.

Thomas Memorial

The third park is the Thomas Memorial Park, five and one-half acres north of First Street and east of Cedar Street, along Cedar Creek.

It was donated by the Thomas Estate in approximately 1938 in honor of Mrs. (Jamimia) Thomas.

Auburn Lions Club has constructed a fine Little League ball diamond with the necessary bleachers and lights and sponsors one of the finest Little League baseball programs in this part of the country.

In addition to the ball diamond are tennis courts, playground equipment and picnic facilities.

One of the lesser known parks is Forrest Park, a three acre area in southwest Auburn between Pennsylvania and Park Avenues, just north of Ensley Avenue, donated by the Widney Estate. Present facilities consist of playground equipment and picnic tables. Further improvements will be made in the next few years.

The last two parks are classified as neighborhood playgrounds as they were the sites of two grade schools that were demolished in 1960. They are DeSoto Park in East Auburn on Baxter Street, south of Seventh Street, and Riley Park on North Van Buren and First streets. These are both one-acre parks and have playground equipment and picnic tables.

Eckhart Public Library

603 S. Jackson Street Auburn, IN 46706
Phone: 219-925-2414

Patron is responsible for all
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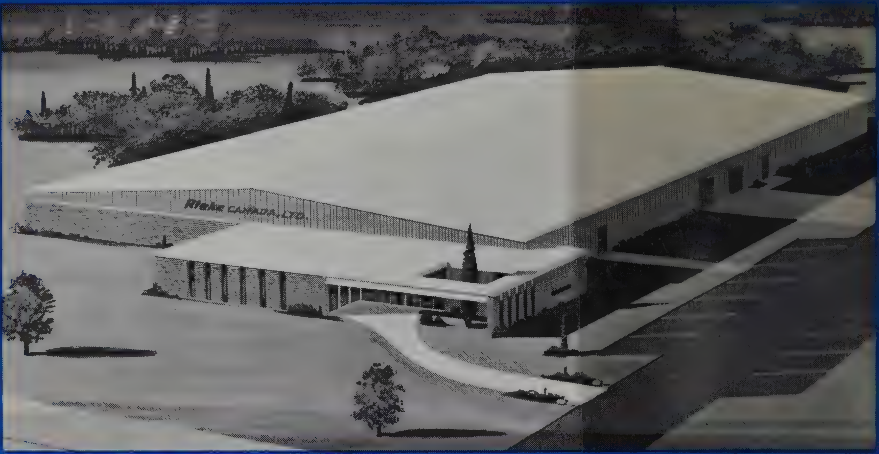
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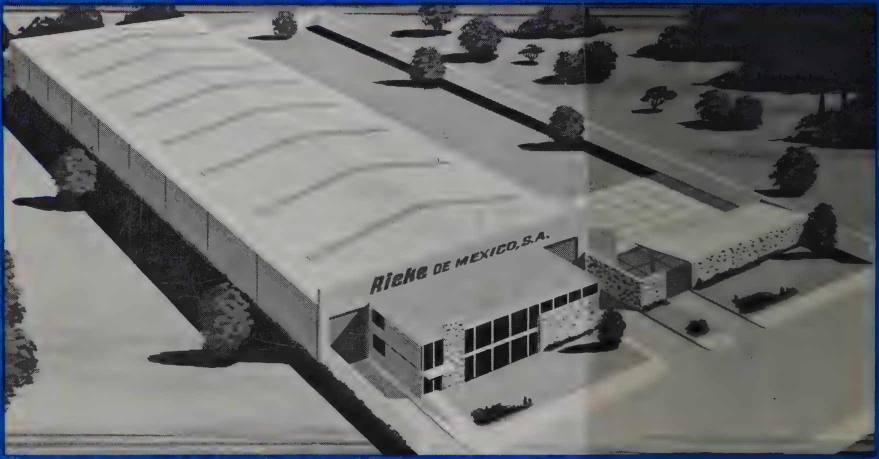
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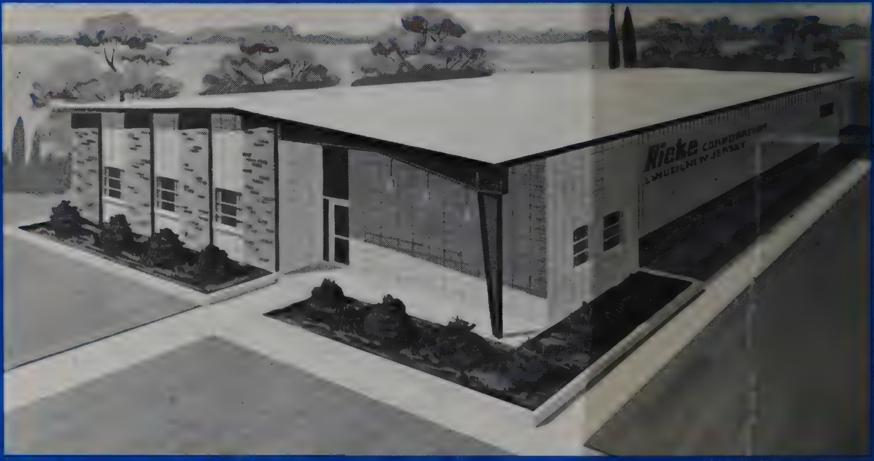
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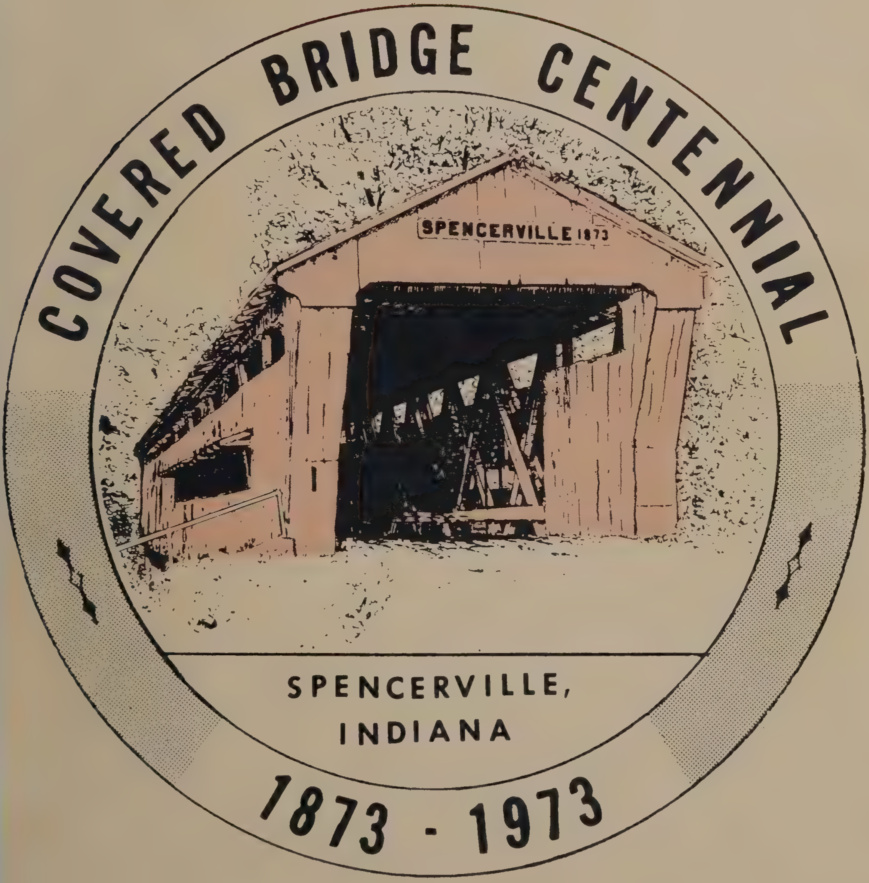
SPENCERVILLE 1873

COVERED BRIDGE CENTENNIAL

SPENCERVILLE,
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1873 - 1973

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VANGUARD

July, 1973
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3 SPENCERVILLE COVERED BRIDGE 1873-1973
ONE HUNDRED YEARS
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A miscellany of photographs of Spencerville landmarks.

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AUBURN, INDIANA 46706

OFFICE
Rieke CORPORATION

Your Requirements Are Our Tools for Design

1873 - 1973

Spencerville Covered Bridge

One Hundred Years

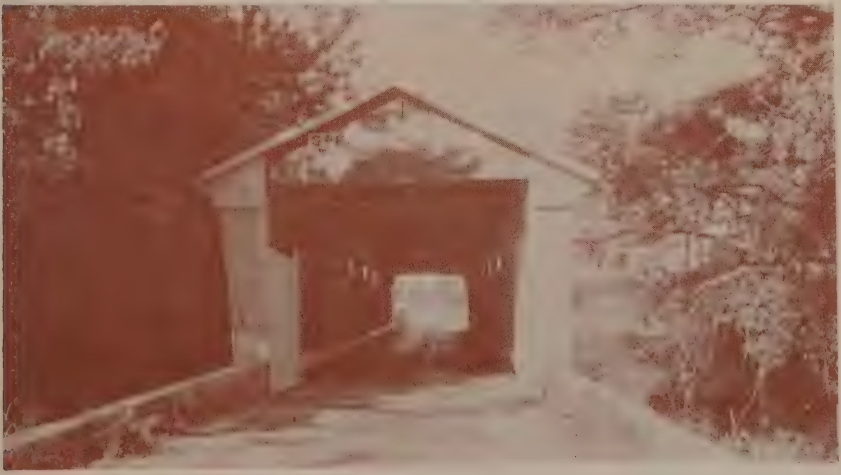
by JOHN MARTIN SMITH

DeKalb County was formed as a separate county by an Act of the Indiana Legislature on May 1, 1837. The first Courthouse was built in 1843. Among the first services demanded by the residents of the new county were roads and bridges.

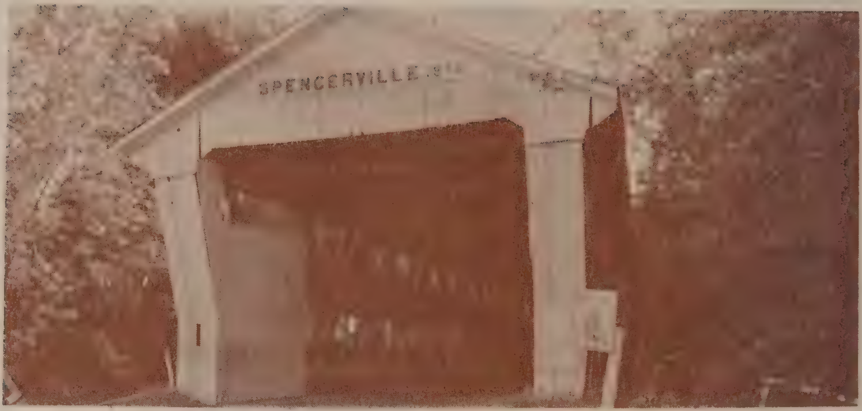
Roads were usually routed along section lines into a neat grid consistent with the Congressional Survey. Requests for roads were by petition to the Board of Commissioners who appointed viewers to make recommendations as to the need and routes. Hardly a session of the Commissioners passed without several road petitions being presented.

Where there were roads, there had to be bridges. In some areas streams could be forded during part of the year but this means of crossing was undependable, sometimes dangerous, and frequently impossible. In most instances bridges were required. Small streams were no problem. Two large native trees could be felled and dragged across the creek. Corduroy cross pieces completed a crude but functional bridge.

Bridges across larger streams were not so simple. The largest tributaries through the county were the St. Joseph River, Cedar Creek, and Fish Creek. These streams carried large volumes of water during the Spring, during which it was not uncommon for them to be eight or ten times normal their sizes. Bridges were frequent-

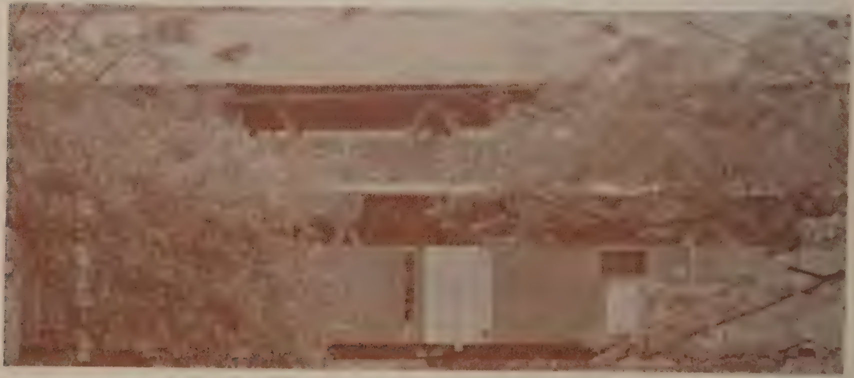


SPENCERVILLE BRIDGE. West portal. Sign across top says "Spencerville 1873." (Dave Wolff Photo)



SPENCERVILLE BRIDGE. East portal. White board area on inside of the left side was where posters and handbills were posted. (Dave Wolff Photo)

SPENCERVILLE BRIDGE. View from the north or upstream. (Dave Wolff Photo)



SPENCERVILLE BRIDGE. View from south or downstream. Light areas are newer siding which has not fully weathered. The small hole under the window was apparently used for fishing. (Dave Wolff Photo) ly washed out. In some instances piling could not be driven into the water because the stream was navigable.

DeKalb County began to grow rapidly when the first railroad was completed in 1856. For the first time farmers had an outside market for their products. The population grew rapidly. From about 1860 the County Commissioners authorized a number of bridges built each year.

The first covered bridge was built across the St. Joseph River at Newville in 1866. In 1868 the Dills Covered Bridge was built about two miles upstream from the site of the Spencerville Covered Bridge.

Spencerville was the first permanent white settlement in DeKalb County and was an important commercial center for the southeastern part of the county. The Spencerville Grist and Sawmills were located on the west side of the river.

The 1863 map of DeKalb County indicates a bridge at the site of the present covered bridge. It is not known what happened to this bridge but it was at a strategic location. Access to the grist and sawmills was so important to the Pioneer that the prompt replacement of the bridge was essential.

The first reference to the Spencerville Covered Bridge appears in *The Waterloo Press*, June 26, 1873: "DeKalb County will build a new bridge across the St. Joseph River, at Spencerville."

On July 10, 1873, *The Waterloo Press* carried the first legal notice for the Spencerville Bridge:

NOTICE TO BRIDGE BUILDERS

The Board of Commissioners of DeKalb County, Indiana, will on Friday, the 11th day of July, A.D. 1873, meet at the Auditor's office of said county, receive sealed proposals for the construction of a bridge across the St. Joseph River, at Spencerville in said county, of either of the following plans-First an open bridge 16 ft. wide 2 spans of about 85 feet each. Second-an open bridge, 16 feet wide, one span of about 70 feet. Third-a covered bridge, of about 170 feet in length. Said bridge to rest upon oak spiles. Reserving the right to reject any and all bids.

GEORGE ENSLEY)
WILLIAM RICHMOND)
DANIEL GONSER)

Commissioners
of DeKalb County
Indiana

The substantial difference in length is puzzling, from 70 feet to 170 feet. Perhaps there were alternative sites or possibly an embankment was to be built to connect with the shorter span. The notice appeared in the July 10, 1873 edition of the paper and the bids were to be received on the following day. This was probably an error on the part of the Commissioners or the publisher.

In any event, no contract was let on July 11, 1873. The following week, July 17, 1873, *The Waterloo Press* carried another legal notice:

NOTICE TO BRIDGE BUILDERS

Pursuant to an order of the Board of Commissioners of DeKalb County, *Indiana, made at an extra session held on the 11th day of July, A.D. 1873 sealed proposals will be received at the Auditor's office, in Auburn, in said County, until Monday, the 1st day of Septembr, 1873, for piling and the construction thereon of a covered bridge accross the St. Joseph River at Spencerville ,in said county.*L *Said bridge is to be of the McKay Patent, of one span of about 170 feet, and will be let to the lowest responsible bidder. Plans and specifications of work can be seen at he Auditor's office in said county.*

Wm. McIntyre
Auditor of DeKalb
County

The same notice appeared in *The Waterloo Press* on July 24, and 31, and August 21, 1873, and in the *Auburn Courier* on August 21, 1873. On the 17th the editor of *The Waterloo Press* commented: "DeKalb County is bound to build a bridge accross the St. Joseph River. See Notice to builders."

The only order of business on the first day of the September 1873 session of the DeKalb County Commissioners was the opening and consideration of bids for the Spencerville Bridge. The minutes of the meeting appear at Commissioners Record F, Page 449:

The Board of Commissioners of DeKalb County and State of Indiana, meet in regular session at the Auditor's Office, in the Court House, in the Town of Auburn September 1st 1873. Present George Ensley William Richmund And Daniel Gonser Commissioners of DeKalb County Wm L. Meese by his Deputy T. B. Totter sheriff of said County and William McIntyre Auditor of said county And Ex Officio Clerk of said Board of Couny Commissioners

SPENCERVILLE BRIDGE. Underside of bridge looking west. (Dave Wolff Photo)

In the Matter of A Bridge Across St. Joseph River near Spencerville.

Comes now Sundry parties and presents bids for the construction of a Bridge across the St. Joseph River near Spencerville which Bridge was heretofore, by Notice given in the Waterloo Press and Auburn Courier, *two weekly newspapers published in DeKalb County and of general circulation of the proposed time to let the work of building the same.*

And the Board being fully advised in the premises now here let the construction of said Bridge to John A. McKay in accordance with the plans and specifications now on file in the Auditors Office of said County, for which construction of Abutments and Superstructure said Board agrees to pay said McKay the sum of Twenty three Dollars per lineal foot for One Hundred and forty Six feet of Bridge, which amount is to be paid as fast as the Material is furnished and the work progresses upon the order of the Board, or, their agent the Auditor is to draw his warrent upon the County Treasurer for the amounts. Said Bridge to be completed on or before the 1st day of November 1873. And in accordance with a contract on file in the Auditors office and is in these words and figures (be in) all payments to be made in orders drawn upon the Treasurer of said County.

Whereupon the Board adjourned to meet at 8 oclock tomorrow morning.

Publicly read and signed in open session.

GEORGE ENSLEY)
DANIEL GONSER)
Wm. RICHMUND)
Commissioners

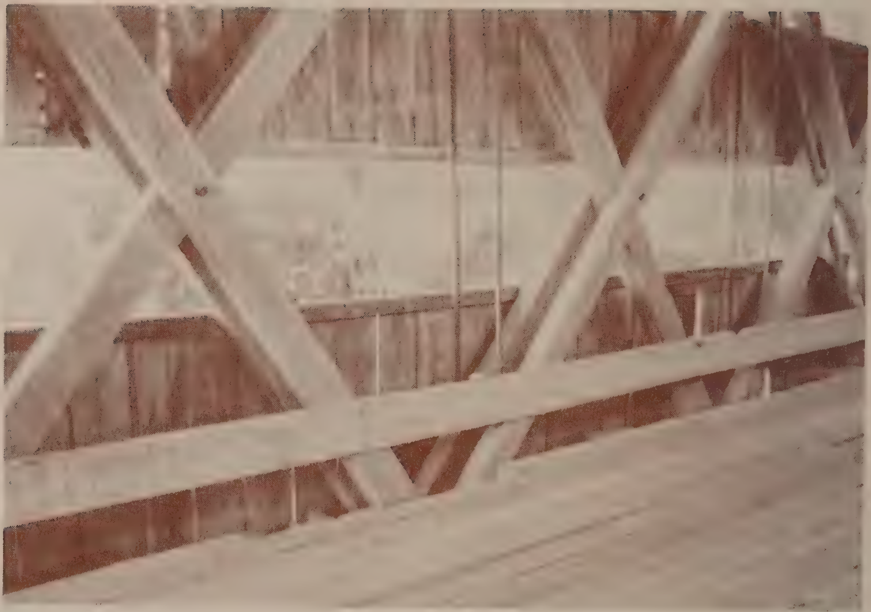
On the following day the Commissioners made the following order:

Ordered by the Board that John A McKay be allowed Twelve (12) Dollars for drawing and specifications for a bridge across the St Joseph River near Spencerville as per bill on file in these words and figures (be in) (Commissioners Record F, Page 451.)

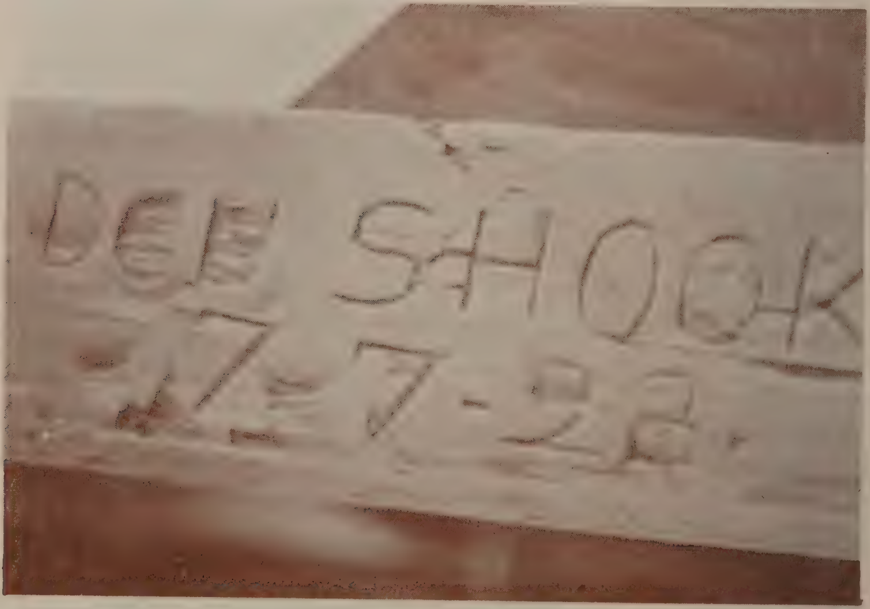
On September 4, 1873, *The Waterloo Press* reported "J. A. McKay has taken the contract for building The Spencerville Bridge at $3,856. Several other firms bid, but Jack was the lowest."

On September 9, 1873, it was "Ordered by the Board that Wm. Rich-

SPENCERVILLE BRIDGE. Interior of bridge looking west. Timbers were probably precut at Smith Bridge Company, Toledo, Ohio, and shipped to site for erection. Dave Wolff Photo.



SPENCERVILLE BRIDGE. Interior showing window on south side. The window enabled a driver going east to see approaching traffic on the road — just south of the east end of the bridge. The steel support rods can be seen. (Dave Wolff Photo)



SPENCERVILLE BRIDGE. Many initials are carved into the interior timbers of the bridge. (Dave Wolff Photo) mond be and is hereby appointed Superintendent of the Bridge to be built by John A McKay near Spencerville in said county as per contract and specifications now on file in the Auditor's Office." (Commissioners Record F, Page 469.)

On October 31, 1873, the Commissioners allowed "To Smith Bridge Company for bridge near Spencerville, $1423.50—J. A. McKay orders in part $850." (Commissioners Record F, Page 199.)

Work apparently progressed on the bridge through the fall of 1873. On December 4, 1873, McKay was allowed an additional one thousand dollars in part payment of his contract.

On March 3, 1874, it was "Ordered by the Board that John A McKay be allowed Sixty three dollars and seventy five cents, it being in part the amount said McKay discounted county orders received for building Bridge at Spencerville in said DeKalb County." (Commissioners Record F, Page 522.) The last referrence found was the March 6, 1874 session where William Richmond was allowed the sum of $202.50 for "...Superintending Spencerville Bridge and other Bridges in the County...". (Commissioners Record F, Page 552.)

The total cost of the bridge was $4458 according to the terms of the September 1, 1873 contract. The total amounts paid to McKay and the Smith Bridge Company were $349.25 including the $12.00 for the specificaions. There is no apparent explanation for the discrepancy of $8.75.

John A. McKay was no stranger to the DeKalb County Commissioners. Ten years prior, in 1863, McKay, W. Valleau, and Alpheus Wheelock were the contractors for the second DeKalb County Courthouse. In 1868, McKay and Wheelock built the Dills Covered Bridge two miles upstream from the Spencerville Bridge. The August 28, 1873 edition of *The Waterloo Press* notes that "John A. McKay has the contract for four large bridges from the Allen County Commissioners." He also built numerous roads, barns, and other buildings throughout the county.

McKay's association with Alpheus Wheelock was apparently extensive. "Wheelock, McKay and Company" held the license for the Smith Patent Truss for the entire State of Indiana. "Wheelock, McKay and Goshorn" built the Covered Bridge in Wells County in 1869. Wheelock held a patent for abutments made from iron. There is no evidence that these were

SPENCERVILLE BRIDGE. South side looking west showing siding, moulding, and window. Dave Wolff Photo.

used for any of the DeKalb bridges however.

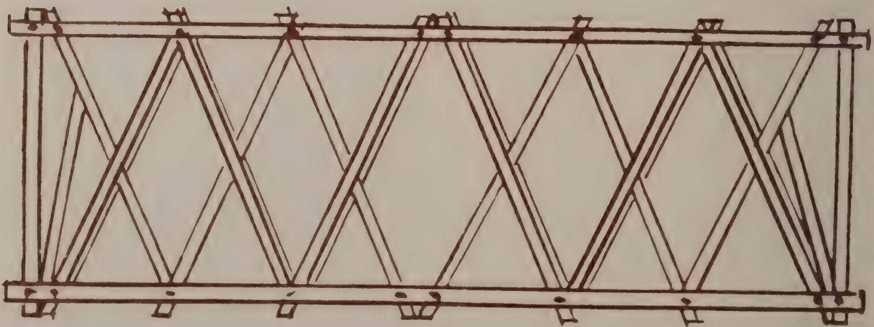
McKay was born in Canada in 1832. He lived in the "Village of Auburn" at the times both the 1870 and 1880 census wherein he was listed as a carpenter. He ran for Sheriff of DeKalb County in the election of October 11, 1870, but was defeated 1714 to 1626 by the incumbent Jeremiah Plum.

Alpheus Wheelock was a native of New York and was born in 1829. He was living in Auburn at the time of the 1880 census and was listed as a bridge building. In 1877 he and C. L. Olds established the Western Bridge Works at Fort Wayne. The firm manufactured iron bridges and occupied a large plant between Harrison Street and the Wabash and Erie Canal. They employed one hundred men and had "four gangs." The firm held a patent to an "improved truss."

There were many different covered bridge structural designs, several of which were patented. The Spencerville Covered Bridge is the Smith Truss, Variant Four, design. Robert W. Smit of Ohio was the originator of the Smith Truss which was a variation of the Howe Truss. The original design was patented. Smith's Smith Bridge Company of Toledo, Ohio, built or supplied the components for many of the bridges built in Indiana, Ohio, and Michigan during this era. The company also built open wooden and steel bridges.

Smith bridges were usually made of Michigan White Pine. They were frequently pre-cut, framed or assembled loosely, disassembled, and then shipped to the site for assembly and locating over the stream or river.

The reference to "McKay Patent" in the legal notice which first appeared July 17, 1873, is at first puzzling. It probably refers to the "Smith Patent" for which Wheelock, McKay and Company was sole licensee. The contract for the Spencerville Covered Bridge was let on September 1, 1873, and the first contract payment was to the Smith Bridge Co. on September 31, 1873, for $1423.50. It would appear that this was the cost of the



SPENCERVILLE BRIDGE. Sketch of Smith Truss, Variant Four, standard design. The Spencerville Bridge is of this type but has additional vertical rods. The design is light and easily maintained. Diagonal bracing on the floor and roof prevents or lessens side sway and sagging. Average length of Smith Truss bridges was 125 feet. (From Indiana Covered Bridge Society Newsletter, volume 3, number 2, page 3.)

SPENCERVILLE 1873

SPENCERVILLE BRIDGE. East portal from southeast. (Dave Wolff Photo)

strucural wood and iron componens and that they had been received in DeKalb County by this date. The payment to McKay on this date was probably for the abutments.

The allowance of one thousand dollars to McKay on December 4, 1873, would indicate that the bridge was substantially completed by this date-----not bad considering the size of the structure and the fact that erection would have been by animal and man power.

William Richmond was the Superintendent of the Bridge. He was a County Commissioner at the time and apparently lived in the Spencerville area. It was his duty to oversee the construction and make sure the bridge was built in accordance with specifications, much the same role as an engineer would fulfill today. Richmond was paid separately for these duties. His acting as superintendent would today be viewed as a conflict of interest but apparently was not considered such by the commissioners at that time.

Covered bridges were more expensive than either open wooden or steel bridges. A comparison is interesting. In 1874 the Commissioners let a contract to the Smith Bridge Company for a bridge across the St. Joseph River on what is now Indiana State Road 101. This was presumably the steel bridge that was replaced in about 1964 by a new concrete bridge. The contract price was thirteen hundred dollars, less than half the cost of the covered bridge for a span that would have probably been about the same. In 1876 a contract was let to Daniel Culver for " . . . the construction of

100 feet of pile bridge at two dollars and twenty five cents per foot the said Culver to furnish all the material and labor necessary for its construction." This was in Butler Township. The cost per foot of the Spencerville Covered Bridge was twenty-three dollars per foot.

On the other hand, the longevity and utility of a covered bridge was far superior as is evidenced by the fact that we are celebrating the centennial of the Spencerville Bridge when other types of bridges of the same era have long ago disappeared.

The Spencerville Covered Bridge was threatened by flood on several occasions. In 1884 water and ice were level with the floor. The force of the water washed and weakened the long "grade" on the west end of the bridge. The grade was saved by the concerted effort of citizens in boats stuffing straw into the cracks and crevices of the grade. There were also threatening flood conditions in 1898, 1910, 1913, and 1937, but the bridge always held.

A covered bridge will last indefinately, if properly cared for. Michigan White Pine is extremely weather and insect resistant. The method of construction is conducive to longevity. The system of trusses and steel rods makes the bridge exremely durable. The roof and sides keep the timbers dry. The windows at the top permit the circulation of air around the timbers. The exterior siding must be painted periodically and the roof must be maintained.

The Spencerville Bridge has been properly maintained over the years. Major repairs have been made on several occasions. In 1916 Merritt and Auber Butler replaced the wood piers about ten feet from the west abutment with poured concrete piers. In 1920 the concrete approach and additional waterway on the west end were installed by the Butlers. The original wood piers on the east end were also replaced in 1922. Major work was done in 1954 when the Commissioners spent $3100 in replacing the sills and flooring. In 1970 a new roof of cedar shingles was installed. At that time the DeKalb County Commissioners committed themselves to permanently preserving the county's only covered bridge.

Standing under the bridge, one can detect no "give" when a car or truck crosses. Only a slight ripple of the floor boards can be seen. While it is not recommended, two cars can pass one another on the bridge. The present load limit is 4 tons.

Not only was the bridge a means of transportation for our ancestors, but it was used for another type of communication also. The interior of the bridge was used extensively for advertising purposes. Handbills and posters were placed on the white board areas on the inside of the ends as evidenced by hundreds of nails and nail holes. Merchants had their advertisements painted directly onto the beams and guard rails. While faded with time, many of these can still be seen on close examination:

Buy Your Drygoods and Groceries at Bishops—They Sell Cheaper Than Any Other House

Oliver Chilled Plows (J. Beams) Crockery Dishes - Linoleums

I Trade with Al Every Time

Dry Goods and Clothing — The New York Store - Auburn, Indiana

Go To Erick & Barney For Dry Goods

It has been suggested that many of these were painted by Fred High, a sign painter who lived near the bridge.

A lifetime of one hundred years is beyond the reach of most humans. It is even a long time for a structure to survive, especially a structure still doing exactly what it was designed to do even though life styles have greatly changed within its century.

It was probably just another bridge to its builders in 1873. But it is a bridge to the past for us in 1973. It has seen a lot of years. It has seen a lot of traffic. It must see more. We must preserve it and protect it. We owe it to our descendants.

SPENCERVILLE BRIDGE. Many merchants advertised in the bridge interior. This sign says: "Dry Goods and Clothing — The New York Store — Auburn, Indiana."
(Dave Wolff Photo)

The City National Bank of Auburn

Your Friendly Bank

See us at our new location

200 S. Van Buren St. Auburn, Indiana

USEFUL BEAUTY

The covered bridge and telephones have served Spencerville for many years. Their beauty and utility has helped in the progress of this community — and we are proud to be a part of it.

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Horse and Buggy Days

by FRANK CARLETON NELSON

If I could have my choice today
And do the things I'd love to do,
Instead of speeding on my way,
And being weary through and through,
I'd journey back to olden times,
And olden styles and olden ways,
And change the dollars back to dimes,
And live in "horse and buggy" days.

I'd walk the furrow once again,
Between the handles of a plough,
And do things as I did them then,
And not the way I do them now.
I'd sleep just like I ought to sleep,
And prove that heavy eating pays,
I'd weep with neighbors when they weep,
If these were "horse and buggy" days.

On Saturdays I'd drive to town,
For groceries and the weekly mail;
I'd try to keep expenses down,
And, well I know I wouldn't fail;
I'd have no notes a-comin' due,
And folks would say of me, he pays;
I'd do the things I ought to do,
If these were "horse andbuggy days.

But "horse and buggy" days are gone,
Considered by the world, too slow,
And millions now are speeding on,
Just where, nobody seems to know.
I sometimes think, oh why such speed?
And often wonder if it pays —
In truth, I think the thing we need,
Is more of "horse and buggy" days.

EDITOR'S NOTE: *Frank Carleton Nelson was a native of DeKalb County. He was a salesman and resided at 354 West Fifth Street, Auburn, for many years. He published two volumes of poetry titled "The Evening Hour" and "Along Life's Road."*

Spencerville Covered Bridge Centennial

The Spencerville Covered Bridge Centennial is a real old fashioned country celebration. Truly a bridge to the past, a small but tightly knit and proud community is recognizing its heritage in its own way.

The Centennial opens at noon on Friday, July 27, 1973. Concessions remain open during Centennial hours throughout the weekend. The General Store is truly a "general store," featuring the sale of a multitule of items handmade by the committee members. Other items have been donated or consigned. The Flea Market is an interesting experience. Antiques and collectors' items abound. The Spencerville Eastern Star members have their well-known DeKalb County Free Fall Fair homemade donut stand in operation. The aroma of the frying donuts permeates the area and does not permit one to pass without buying a couple for immediate consumption and promising to return for more. The Little Hoosiers, an active organization of enthusiastic 4th grade Indiana Historians ably led by Donna Jewel, are selling antique reproduction trivets, an appropriate souvenir of the festivities. The Fifty Plus Club offers homemade cookies, and the Rainbow Girls are selling dill pickles. Ceramic pieces and jewelry are available at the Community Club. Souvenir wooden nickels and commemorative plates are a must for all Centennial visitors. The basketball free-throw, fish pond, bingo game, and challenge checkers are open throughout the weekend.

At 4:45 p.m. skydivers parachute onto Spencerville Community Club grounds. A ham and bean supper begins at 5:00 p.m. and continues until the food is gone. The bridge is then the scene of a raft race and tug of war. Friday's activites conclude with a dance beginning at 8:00 p.m. Both

SPENCERVILLE COMMUNITY CLUB BUILDING. All proceeds from the Centennial will be used to retire the debt on the building. (Dave Wolff Photo) round and square dance music will be provided by the Indiana Redbirds. Period costumes will be judged and the Old Fashioned Queen selected during the dance.

Throughout the Centennial full food service is available at the Spencerville Community Club. From a cup of coffee to a full meal, visitors will be well fed.

An Historic Slide Show is being shown continuously throughout the weekend featuring many photographs from past generations. The Slides have been made from old photographs loaned by numerous area people. Prints of historic photographs are available for purchase.

On Saturday the full nostalgia of the Spencerville Covered Bridge can be captured on a horsedrawn tour to and through the bridge. Tours leave the Community Building every 45 minutes. The parade begins at 10:30 a.m. The theme "A Bridge to the Past" has generated many clever and significant entries. An antique display is free to visitors at the Methodist Church. Pioneer craft demonstrations, including candle dipping and lye soap making, may be seen all day. A horseshoe contest and more children's contests begin Saturday afternoon activities, followed by the Old Settler and School Reunion programs and the Beard Judging.

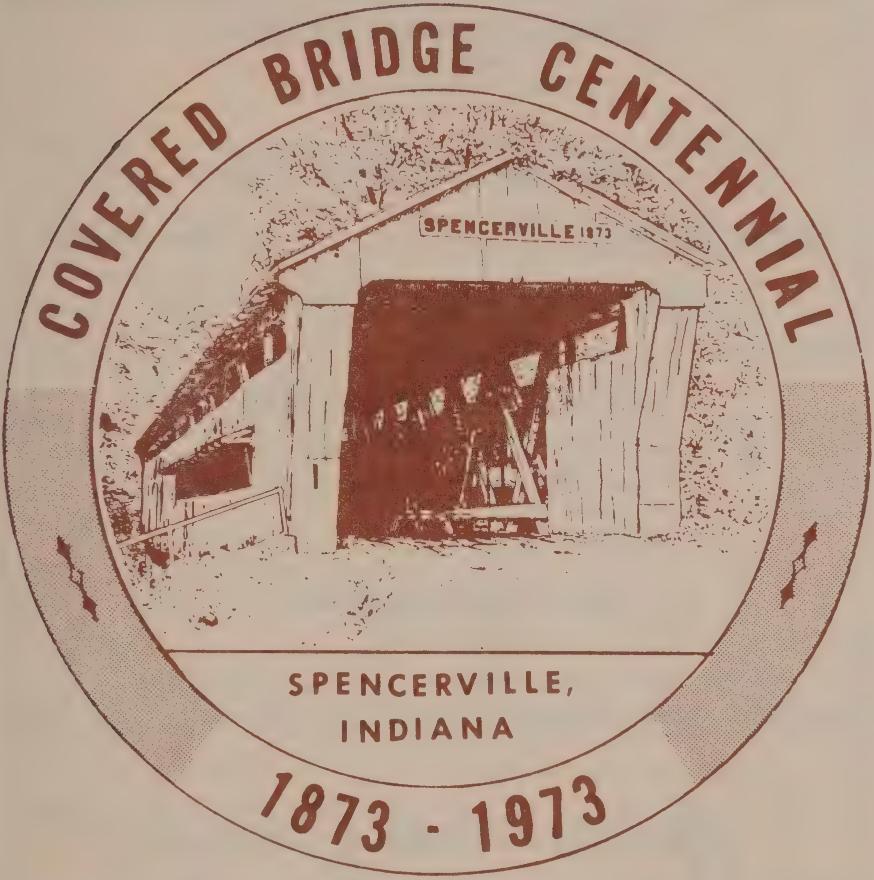
The St. Joe-Spencerville Lions Club adds to the festivities with an Old Fashioned Hand Cranked Ice Cream Social Saturday evening. Conglomeration, the internationally-traveled singing group from DeKalb High School, will entertain. The raffle drawing concludes the evening's festivities.

After church on Sunday a Chicken Barbecue will be served. The Indiana Covered Bridge Society meets afterwards. Centennial activities end Sunday afternoon with several athletic events.

Spencerville streets are beautified for the enjoyment of visitors by wooden kegs planted and placed by the Garden Club. Directional signs to the covered bridge have been placed on State Roads 1 and 101 by the Indiana State Highway Department at the suggestion of the community.

Plans for the Centennial began in the fall of 1972 when Glen Moore, President of the Spencerville Community Club, appointed Centennial officers. Careful planning has resulted in a celebration befitting the occasion. Proceeds from the Centennial are dedicated to helping retire the indebtedness on the new Communiy Building built in 1971. The burning of the old building destroyed the traditional community gathering place and recreation center but did not hinder the spirit of togetherness that has made the Spencerville Community Club the hub of community activities.

The new building is located on County Road 68 on the northwest edge of town. Its four acre site will include a ball diamond and tennis courts for outdoor recreation.


COVERED BRIDGE CENTENNIAL
SPENCERVILLE 1873
SPENCERVILLE, INDIANA
1873 - 1973

THE CENTENNIAL SEAL

The first official Centennial activity was a contest in December and February for the design of a Centennial Seal. Many good entries were received. The winning entry was submitted by Lavon Hart. He took numerous photographs of the bridge until he obtained just the right one. He outlined the prominent features of the negative with India ink and then treated it with an iodine solution. All that remained was what appears to be an etching of the bridge. The seal has headed the weekly Centennial column in the St. Joe News. It is imprinted on commemorative plates and wooden nickels which are being sold and is used in conjunction with all official Centennial activities.

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Covered Bridge Folklore

by JOHN MARTIN SMITH

Much folklore has developed about covered bridges. It has been said that a covered bridge was made to look like a barn so that horses and other animals would freely enter. Otherwise the animals would be reluctant to cross water.

Covered bridges incidently provided shelter for those caught on the road in a storm. One would cerainly be welcome shelter to a traveler in an open buggy.

On the other hand, the dark shadows of a covered bridge provided an ideal place for a thief to accost a traveler. They may have been frequented by the "Blacklegs" who terrorized Northeastern Indiana during the last half of the nineteenth century.

Bridges were also used as a shelter within which to drill local militia and vigilante groups.

Bridges with windows provided a cool, shady spot for fishing on a hot day. In fact, there is a hole on the south side of the Spencerville Bridge which looks as if it was made especially for fishing purposes.

Lovers frequently tarried in the darkness of a covered bridge. Numerous initials carved in the beams and guardrails suggest that the bridges were popular places to while away a lazy summer afternoon. The laboriously carved initials on the Spencerville Covered Bridge contrast sharply with a "star" hastily applied nearby with a can of spray paint. a vivid commentary to the difference of the worlds in which our ancestors and we live.

SPENCERVILLE BRIDGE. A star applied with a can of spray paint contrasts sharply with laboriously carved initials elsewhere. (Dave Wolff Photo)

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Old Bear Creek

by FRANK CARLETON NELSON

The words are poor for rhymin' as most everybody knows,
And they wouldn't be considered for a tune
Or a lyric, like the famous "Where The River Shannon Flows,"
Or "The Lovely Mississippi 'long in June."
The meter's sort o' awkward and it's lackin' in the swing,
That's needed in a song to make it go,
Yet, to me, the words are dearer for the memories they bring
And the feelings of the joys I used to know.

Down along Old Bear Creek, let me wander in a dream,
I'm weary-like of cities and of men,
In fancy I would journey up and down that little stream
And see it with the eyes I saw it then,
From up above Rehoboth till it empties in St. Joe,
I would stroll it in the deepest reverie,
And feel again the spring-time of the days of long ago,
And every thrill that used to come to me.

But there's little use in wishin' for the pleasures of the past,
Or of dreamin' of reversin' time and tide,
No earthly joy was given that forevermore will last,
And from here to there the distance now is wide,
And although the spot's unknown and perhaps will ever be,
I'm mighty proud to claim it as my birth,
For, of all the wondrous country it has been my lot to see,
Down around Old Bear Creek is the grandest of the earth.

EDITOR'S NOTE: *Frank Carleton Nelson was a native of DeKalb County. He was a salesman and resided at 354 West Fifth Street, Auburn, for many years. He published two volumes of poetry titled "The Evening Hour" and "Along Life's Road."*

SPENCERVILLE COVERED BRIDGE CENTENNIAL

OFFICERS AND COMMITTEE CHAIRMEN

Officers

Robert Wilder	Chairman
Mabel Rinard	Secretary
Alice Hollabaugh	Treasurer
Connie Hollabaugh	Corresponding Secretary

Committee Chairmen

Raymond Foltz	Concessions
Kern Butler	Publications
Howard Timmerman	Contests and Games
Lavon Hart	Historic Slide Show
Lois Fisher	Early Activities
Cheri Bushe	Historic Tour
Glen Moore	Clean Up - Fix Up
Jean Moore	Food Concessions
Pauline Baumgartner	Garden Club
Charlotte Hudson	Promotions and Publicity
Alice Hollabaugh	General Store
Judy Parker and Judy TeJan	Parade
Gaylon Markle	Old Settler and School Reunion Programs

SPENCERVILLE COVERED BRIDGE CENTENNIAL

July 27, 28, and 29, 1973

CALENDAR OF EVENTS

Friday, July 27

Noon	Centennial Opens. Concessions, Basketball Free-Throw, Fish Pond, Bingo, Challenge Checkers, Historic Slide Show, Flea Market, Antique Display, General Store, and Early Activities are open throughout the weekend.
4:45 p.m.	Sky-diving demonstration at Spencerville Community Building
5:00 p.m.	Ham and Bean Supper at Community Building.
6:00 p.m.	Raft Race on river at Covered Bridge.
7:00 p.m.	Tug of War at Covered Bridge.
7:30 p.m.	Watermelon Eating Contest at Community Building.
8:00 p.m.	Queen Contest Judging at Community Building.
8:30 p.m.	Period Costume Judging at Community Building.
9:00 p.m.	Round and Square Dance — Indiana Redbirds at the Community Building.

Saturday, July 28

9:00 a.m.	Horse drawn tours to and through the Spencerville Covered Bridge leave Community Building every 45 minutes throughout the day. Antique display at Methodist Church and pioneer craft demonstrations throughout day.
10:30 a.m.	Parade — "A Bridge to the Past."
11:30 a.m.	Lunch served at Community Building.
1:00 p.m.	Horseshoe Contest (Adults) at Community Building.
1:00 p.m.	Coin Toss (Children) at Community Building.
2:00 p.m.	Sack Races (Children) at Community Building.
2:30 p.m.	Pie Eating Contest (Children) at Community Building.
3:00 p.m.	Old Settler and School Reunion Program at Community Building.
3:00 p.m.	Girls Softball Throw at Community Building.
4:00 p.m.	Beard Judging at Community Building.
4:30 p.m.	Greased Pole Contest (Children) at Community Building.
5:00 p.m.	Spencerville-St. Joe Lions Club Hand Cranked Ice Cream Social at Community Building.
6:30 p.m.	Finals of Basketball Tournament at Community Building.
8:00 p.m.	Stage Show — Conglomeration from DeKalb High School at Community Building.
10:00 p.m.	Raffle Drawing at Community Building.

Sunday, July 29

10:00 a.m.	Old Fashioned Church Service at Coburn Corners.
11:30 a.m.	Chicken Barbecue at Community Building.
1:00 p.m.	Finals of Junior League Baseball Tournament.
1:30 p.m.	Old-Timers Basketball Game at Community Building.
2:00 p.m.	Indiana Covered Bridge Society Meeting at Community Building.
3:00 p.m.	Finals of Slow Pitch Softball Tournament at Community Building.
5:00 p.m.	Old-Timers Softball Game at Community Building.

BYGONE BRIDGES

by JOHN MARTIN SMITH

DeKalb County has had a total of five covered bridges. The Spencerville Bridge is the only one remaining in the county, although the Cedar Chapel Covered Bridge has been preserved at Conner Prairie in Hamilton County. Chronologically the five bridges were Newville (Vienna), Dills (Webster's Mills), Spencerville (Coburn), Houlton, and Cedar Chapel.

NEWVILLE

The history of the first covered bridge in the county is obscure—not even the oldest residents of the county remember it or its history. On April 13, 1866, the Commissioners met "... for the purpose of letting the contract for Building a Bridge across the St. Joseph River at Newville... ." (Commissioners Record E, Page 64.) On the following day the minutes indicate:

Ordered that the specifications of the said Newville Bridge be changed so as to have said Bridge Twenty feet in width from outside to outside, with such other changes as may be necessary in abutments and as will compare to the changed width.

After opening sundry bids and upon due consideration it is ordered that the contract for the building of said Bridge be awarded to Wm Valleau the lowest bidder for the sum of Five Thousand dollars, and that a written contract, bond and advancements to the said contractor be enered into

DILLS BRIDGE. The most picturesque of the DeKalb County Bridges, the Dills Bridge was located in a lightly wooded area along the St. Joseph River. (John Martin Smith Photo) *and made at the June Session of this Board.* (Commissioners Record E, Page 64.)

Twenty feet was unusually wide for a covered bridge, twelve or sixteen feet being more common. While no record can be found, it is believed that the length was about two hundred feet. The cost of five thousand dollars, when compared to the cost of bridges of known length, would tend to corroborate such length. This would have undoubtedly been the longest bridge in the county at that time.

At the June Session, 1866, the Commissioners appropriated the sum of five thousand, seven hundred dollars for the bridge "at Newville or Vienna to be partly under the superintendence of Solomon DeLong... ." Presumably the additional seven hundred dollars was for the expense of the superintendent.

On December 6, 1866, Silas H. Bartlett was "...allowed the additional sum of four hundred dollars for building the Abutments of the Newville Bridge." In the same day several orders were made:

Ordered by the Board that Valleau & Griswold be allowed the sum of two hundred and five dollars for Butts, washers, and other materials furnished and extra labor performed on the Covered Bridge at Newville, Ind, as per amount on bill on file in these words and figures (he in) (Commissioners Record E, Page 125.)

Ordered by the Board that the Abutments of the Covered Bridge as constructed by Silas H. Bartlett at Newville are now here accepted and said Bartlett is relieved from any further work thereon, he, the said Bartlett having finished them according to the contract and received pay therefor....

Ordered by the Board that Wm. C. McGonigal be allowed the sum of ten dollars for making and painting signs for the Newville Bridge as per statement of amount on bill in these words and figures (he in)

Ordered by the Board that the Su-

Acknowledgements

Several persons were of considerable assistance in the research for the historical articles. Henry A. "Dolph" Link of Waterloo provided a wealth of information and several photographs. Robert Wilder assisted with research. John Rugman ann LuReign Strong supplied information. DeKalb County Auditor Dorsey Likens was helpful in locating early Commissioners Records in his office. Tedra Simanton laboriously transcribed considerable material from official and newspaper records.

John Martin Smith
Historical Editor

DILLS BRIDGE. Located on St. Joseph River on what is now DeKalb County Road 64. The bridge was built in 1868 by Wheelock and McKay. The photograph was taken in 1945. (Photo from "Covered Bridges on the Byways of Indiana".)

perstructure of the Covered Bridge as constructed by Valleau & Griswold at Newville, DeKalb County, Indiana, is now here accepted and said Valleau & Griswold are relieved from any further work thereon they, the said Valleau & Griswold having completed said bridge according to their contract, and having received pay therefor. (Commissioners Record E, Page 126.)

Wm. Valleau, Alpheus Wheelock, and John A. McKay were the contractors for the courthouse built in 1864. Wheelock and McKay were known bridge builders. Wheelock and McKay built the Dills Bridge and McKay built the Spencerville Bridge. Nothing is known of the Griswold and Silas H. Bartlett mentioned in the orders. The allowance of ten dolllars to Wm. C. McGonigal for painting signs is interesting. This probobly included the name and date of the bridge and other information such as "Walk your horse on this bridge."

The type of construction of the bridge is unknown There are no known pictures of the Newville Covered Bridge and its fate is unknown. The only clue found is an account of high water and ice washing out a later bridge at Newville in the April 4, 1912, *St. Joe News*. The later structure was described as "...nearly 200 feet long, the iron stringers being supported in the center by a wooden pier. Which consisted of piling encased with 2 inch plank." This bridge was "...between thirty and forty years old (reports differ) ...." The covered bridge would have therefore been destroyed between 1872 and 1882, assuming that the later structure replaced the covered bridge. This was a very short life span for a covered bridge.

DILLS

Official action was begun on the Dills Covered Bridge even before the Newville Bridge. It was not built until two years later, however. The first reference was in the Commissioners Record for December 4, 1865:

Ordered that the sum of Eight Hundred dollars be appropriated for the Building of a Bridge accross St. Joe river on the south line of section twenty two in Concord Township and that William Henderson be and is hereby appointed to superintend the adoption of a plan, letting of the contract and accepting the same when completed and report his doings to this Board. (Commissioners Record E, Page 50.)

This entry is puzzling. This would have been the site of the Dills Bridge. It was possibly intended to be an ordinary open bridge. In any event, it does not appear that it was built, as evidenced by an entry in the September, 1866 Commissioners Record:

Petition for Additional Allowance for Bridge in Concord Township.

Comes now John W. Dils an presents a petition in these words (he in) asking for an additional allowance for building a Bridge across the St Joseph River above and near Spencerville in said Township.

Whereupon the Board after due Consideration and being fully advised in the premises refuse the prayer of said petition. (Commissioners Record E, Page 93.)

John W. Dills owned land adjacent to the site of the bridge and was apparently seeking to complete the bridge started by William Henderson. At the same session Henderson was allowed "...eight dollars for superintending bridge near Spencrville...."

At a special session of the Board of Commissioners held on July 18, 1868, a contract for tht construction of the Dills Covered Bridge was awarded to Alpheus Wheelock and John A. McKay who were apparently partners under the name of Wheelock and McKay. The minutes are as follows:

Comes now sundry parties and present bids for the construction of a bridge across the St Joseph River near Websters Mill, which bridge was heretofore, by notice proposed to be let at this time.

And the Board being fully advised in the premises, now here let the construction of said bridge to Messers Wheelock and McKay in accordance with plans and specifications now on file in the Auditors office of said County, for which construction of abutments and superstructure said Board agree to pay said Wheelock & McKay the sum of four thousand two hundred and fifty dollars, of which sum fifteen hundred dollars is to be given when the abutments are finished and the balance when the superstructure is completed, Said bridge is to be completed by November 1st, 1868 and in accordance with a contract which is on file in the Auditors office and is in these words and figures (he in) Said payments shall be made in orders drawn by the Auditor upon Money of said county.

Order that William Henderson be

allowed the sum of ten dollars for serving as Commissioner, and the Board adjourned to Court in Course.

Publicly read and signed in open Court July 18th 1868.

W. G. Daniels
Wm. Henderson
Wm. McIntyre

(Commissioners Record E,
Page 301.)

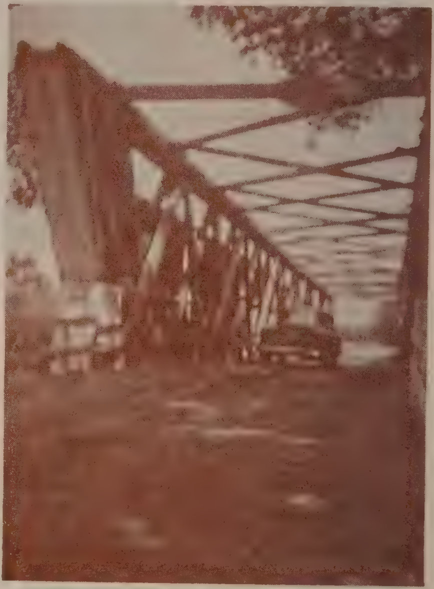
The bridge was evidently completed by January 5, 1869, when the Commissioners authorized final payment to Wheelock and McKay and the payment of sir dollars each to themselves "...for visiting and inspecting the Bridge across the St Joseph River at Webster's Mill...." (Commissioners Record E, Page 341.) On March 11, 1870, Wheelock and McKay were paid an additional $626.98 "...for building abutments and bridge near Spencerville." (Commissioners Record E, Page 528.)

An article at page 2, volume 5, number 2, of the *Indiana Covered Bridge Society Newsletter* states that the Dills Covered Bridge was a Smith Patented Truss "...type 4 variant with open center panel (type 2) and 2 vertical rods between all panels."

It was 154 feet in length plus an eight foot overhang on each end, fifteen feet wide, and thirteen feet high.

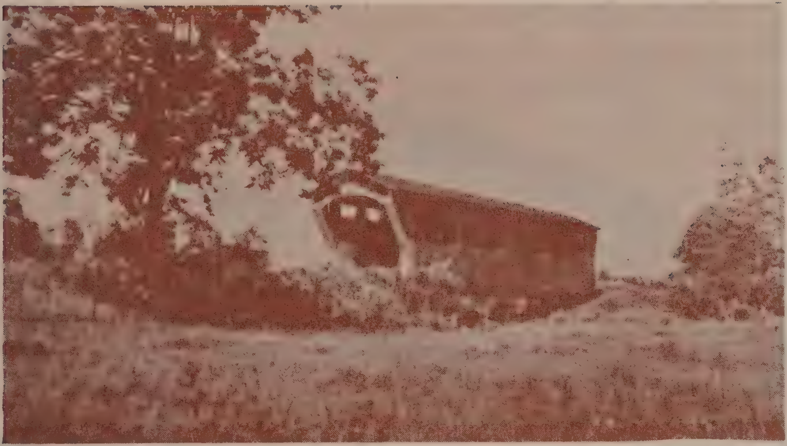
The name was spelled "Dils" in the Commissioners Record but in recent years it has been spelled "Dills." The later spelling has been used throughout. Websters Mills was a water powered gristmill located on the St. Joseph River. The Dills Bridge was sometimes referred to as the "Websters Mills Covered Bridge."

In the spring of 1948 the bridge's roof was blown off by strong winds. The sheet metal covering landed in nearby trees and the framework fell into the river. The roof was replaced and the bridge continued in use.



DILLS BRIDGE. Topless after a truck hit roof support and caused it to collapse. (Henry A. Link Photo)

In 1967 a large truck attempted to cross the bridge and struck the roof supports causing them to collapse. The roof was removed and the bridge was used without a roof until it was replaced by a concrete bridge in 1968. It served for a full century and could have served much longer had the roof damage simply been repaired. The Dills Covered Bridge was the most picturesque of all the DeKalb County covered bridges and deserved a better fate.



HOULTON BRIDGE. Located on the Bellefountaine Road in Franklin Township on Fish Creek. Built in 1884, it originally had cupolas on each end and louvered sides. The photograph was taken in 1948. (Photo from "Covered Bridges on the Byways of Indiana".)

HOULTON

Heavy rains and flood conditions washed out many bridges in the spring of 1884. The bridge over Fish Creek on the Bellefountaine Road in Franklin Township was replaced by a covered bridge.

Little reference can be found to either the Houlton or Cedar Chapel Bridges in the Commissioners Record. No formal contract was let for either. According to Henry A. Link of Waterloo, the Commissioners who were elected in the 1882 election campaigned on the premise that they would build their own bridges and thereby save the taxpayers money.

Nonetheless, George A. Woerntz is credited as the builder of both Houlton and Cedar Chapel Bridges. He is reported to have been a "roving eastern bridge builder" who settled in DeKalb County. He had a machine shop at Auburn Junction. His house still stands about one mile south of Auburn Junction. The abutments and approaches of both the Houlton and Cedar Chapel Bridges were built by Charles Rugman of Butler Township.

Mr. Link personally remembers the original appearance of the Houlton Covered Bridge. There were cupolas on each end of the bridge, and the sides were of the "French Louver" type construction. The architecture was striking and much different from the county's other bridges. The cupolas were removed and traditional siding applied about 1910. There is no known picture of the bridge in its original state.

The Houlton Bridge was 103 feet long plus overhangs of seven feet at each end, twelve feet wide, and twelve feet high. It was of the Howe Truss type of construction.

The Houlton Covered Bridge burned in May, 1963. It was believed that the fire was arson, but no arrests were ever made. It was replaced by a concrete bridge shortly thereafter.

CEDAR CHAPEL

The Cedar Chapel Covered Bridge was also built in 1884 and credited to George A. Woerntz. It was located over Cedar Creek in Butler Township on what is now DeKalb County Road 68. It is of Howe Truss construction, is 110 feet long plus overhangs of seven feet at each end, twelve feet wide, and thirteen feet high.

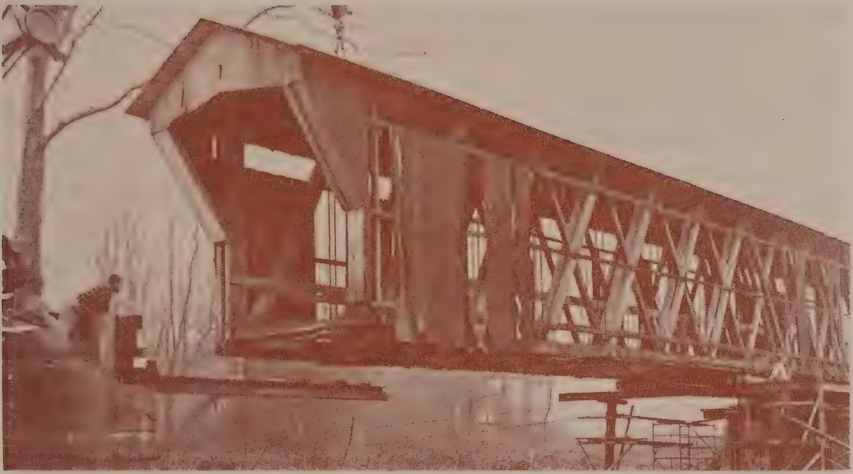
In his book *Covered Bridges on the Byways of Indiana*, Bryan E. Ketcham states:

> *One reason for the charm of Indiana's wooden covered bridges is the varying moods about many of them. A striking example is to be found in Cedar Chapel Bridge.*
>
> *In the early morning light one may se the freshness of the dawn. Toward evening a reverence is felt as the sunlight filters through the leaves as if coming through the stained-glass windows of some great cathedral. This spot has been rightly named Cedar Chapel.*

Unfortunately, the bridge was located on a road on which there was to be an overpass at Interstate Highway 69. The Indiana State Highway Department determined that the bridge had to be replaced. The newly formed DeKalb County Historical Society attempted to save the bridge. The Society purchased the bridge from the Indiana State Highway Department for one dollar. Butler and Butler Construction Company of

CED R CHAPEL

CEDAR CHAPEL BRIDGE. Built in 1884 on Cedar Creek in Butler Township. This 1945 photograph shows how the bridge will look after it is restored at Conner Prairie. (Photo from "Covered Bridges on the Byways of Indiana".)

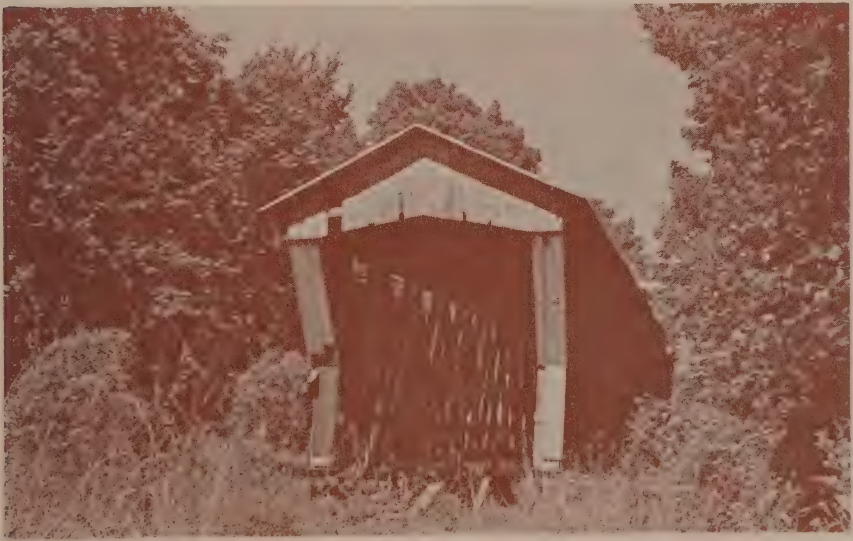


CEDAR CHAPEL BRIDGE. On February 8, 1966, the bridge was moved by Butler and Butler Construction Co. Piling was driven into the creek east of center. The bridge was rolled on the piling cross-piece while the west end was being supported by a crane. As pictured, the bridge weighed thirty tons. (Journal Gazette Photo)

Spencerville and Auburn contracted to move the bridge into a wooded area immediately southeast of the bridge.

The bridge was moved on February 8 and 9, 1966. Much of the siding and flooring was removed to decrease the weight. The move was successful and the bridge was undamaged.

It was hoped that the DeKalb County Council and Commissioners

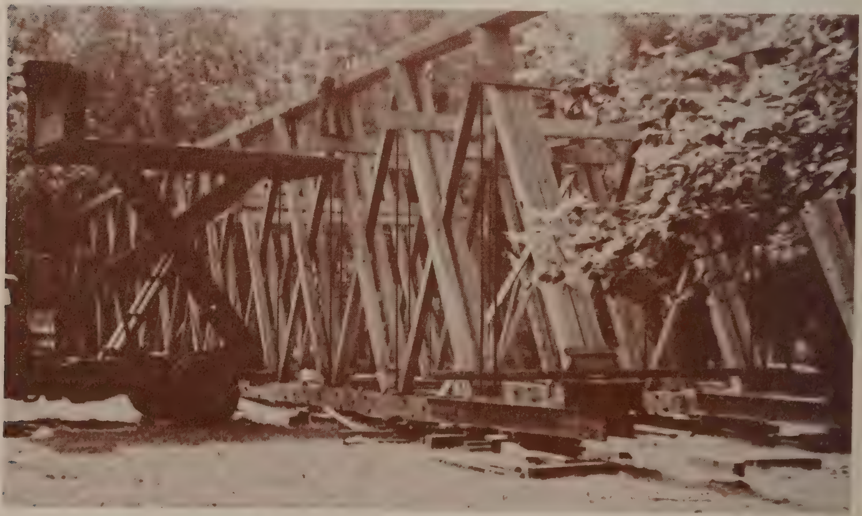


CEDAR CHAPEL BRIDGE. The bridge rested forlornly among weeds and brush on the Wildeson Farm from 1966 until dismantled and moved to Conner Prairie in 1972. (Floyd Mitchell Photo) would establish a county park board so that federal funds then available could be obtained to establish a park at the site of the bridge. County office holders refused to do so, and due to the lack of response from the public the Historical Society was unable to raise sufficient funds to pay for the initial moving of the bridge. The bridge remained at the site, the frequent target of vandals and scavengers.

In 1972 the Historical Society sold Cedar Chapel Covered Bridge to Conner Prairie Pioneer Settlement south of Noblesville, Indiana for $1343, said sum being the remainder of the debt for moving the bridge from its original location. Conner Prairie is operated by Earlham College as a permanent historical museum at the site of the William Conner home, which was initially preserved by Eli Lilly. The site is being developed into an educational facility and already contains numerous restored buildings and structures from throughout the State of Indiana.

Cedar Chapel Covered Bridge was dismantled and moved to the Conner Prairie Pioneer Settlement in the summer of 1972. It has been partially reassembled and will be fully restored in the near future when it will be placed over a body of water and will carry foot and horse-drawn vehicular traffic. The bridge will retain its original name, and an appropriate plaque indicating its origin and a brief history will be displayed.

It is regrettable that this bridge could not have stayed in DeKalb County but fortunate that it will be permanently preserved at a protected location where it can be enjoyed by many future generations.



CEDAR CHAPEL BRIDGE. Bridge is in process of being re-erected at Conner Prairie after being moved from DeKalb County. Its ultimate location will be a ravine at the beginning of the tour route through the restored village. (Conner Prairie Photo)

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Knapp Abstract Office was founded in 1898 by Charles H. Knapp. He operated the business alone until 1935 when his daughter, Inez Knapp, became an associate. After his death in 1938, Miss Knapp and her brother Karl formed a partnership. Karl Knapp died in 1952 and Inez Knapp died in 1959, after which Mildred Grant, who had worked for the Knapps since 1950, became the owner. In 1971 Mrs. Grant sold the business to Philip Butler and John Martin Smith who incorporated the business under the name of Knapp Abstract, Inc. Toe firm prepares abstracts of title for all DeKalb County property and is agent for Chicago Title Insurance Company. Abstracters are Toni Biggerstaff, Mildred Grant, and Ruth Walters.

WHY COVERED BRIDGES?

by JOHN MARTIN SMITH

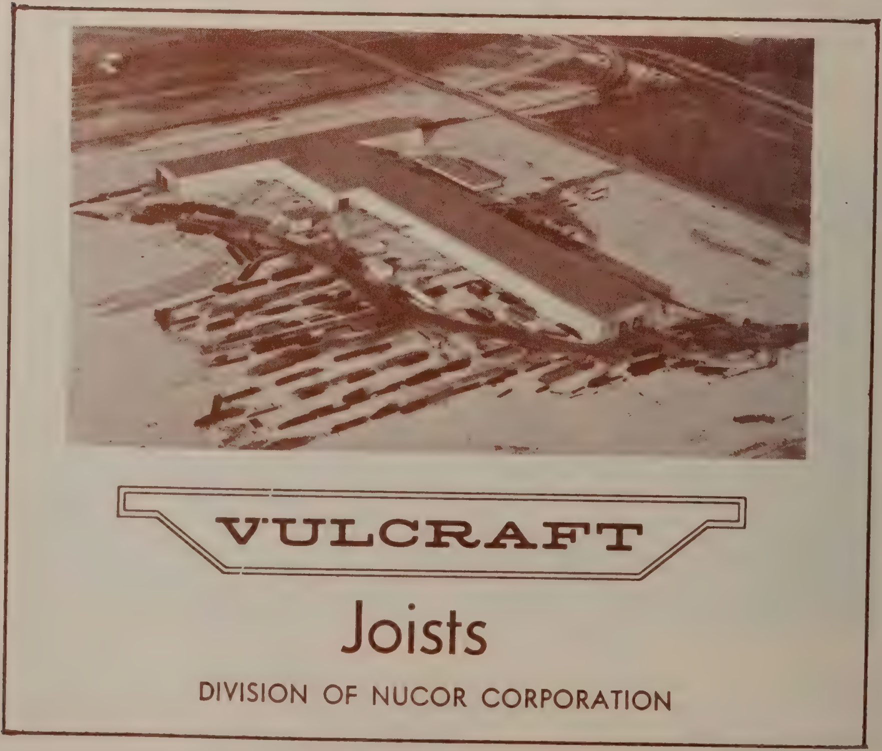
Why are covered bridges "covered"?

There are several very good reasons. The beams on the sides and top of a covered bridge are a part of the structural scheme. They are essential for the strength of the bridge. The addition of vertical siding and a roof protect the wooden components from the weather. They also serve to give the bridge more rigidity.

Water seeping into the joints of the structural components would freeze and thaw thereby loosening the joints. Moisture in the joints would eventually cause the timbers to rot and weaken. Conversely, shelter prevents the timbers from becoming too dry during dry weather and loosening and sagging.

Covered bridges always have an open area, usually under the eaves. This enables the air to circulate around the timbers. It also provides light for an otherwise very dark corridor.

An example of pioneer ingenuity and craftmanship, the covered bridge stands as a nostalgic reminder of our past.



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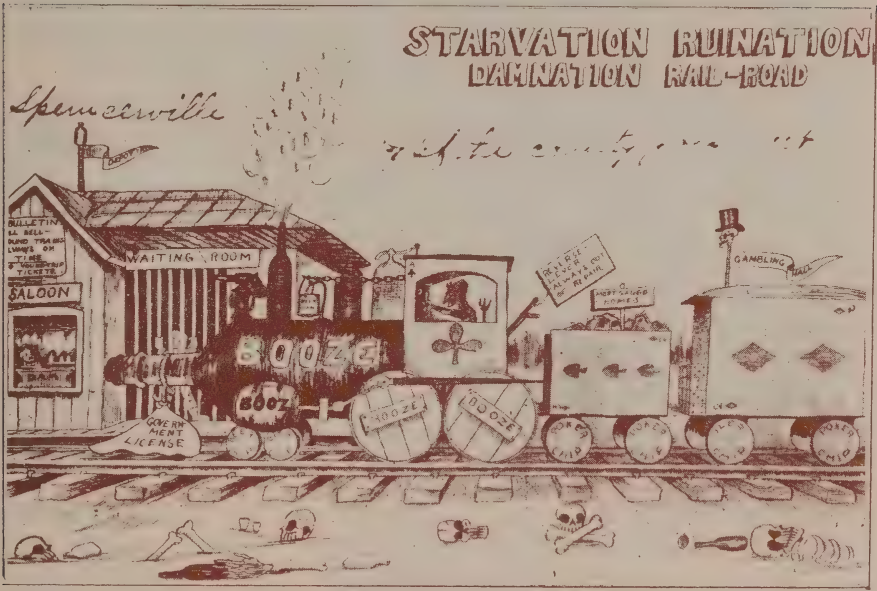
A miscellany of photographs of Spencerville landmarks.


STARVATION RUINATION
DAMNATION RAIL-ROAD
Spencerville
DEPOT
BULLETIN
SALOON
WAITING ROOM
BOOZE
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GOVERNMENT LICENSE
REVERSE LEVER ALWAYS OUT OF REPAIR
MORTGAGED HOMES
GAMBLING HALL
POKER CHIP
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POKER CHIP

LOCAL OPTION. A prohibition postcard is inscribed "Spencerville—If the county goes wet". John Martin Smith Collection.

CUTTING ICE on the river at Spencerville. Note that ice in right foreground is scored for cutting. Blocks were pulled up conveyor to ice house for storage in sawdust. Properly stored, could be kept all year. Lavon Hart Photo.

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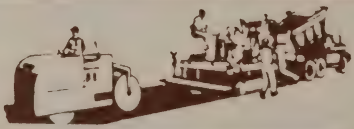

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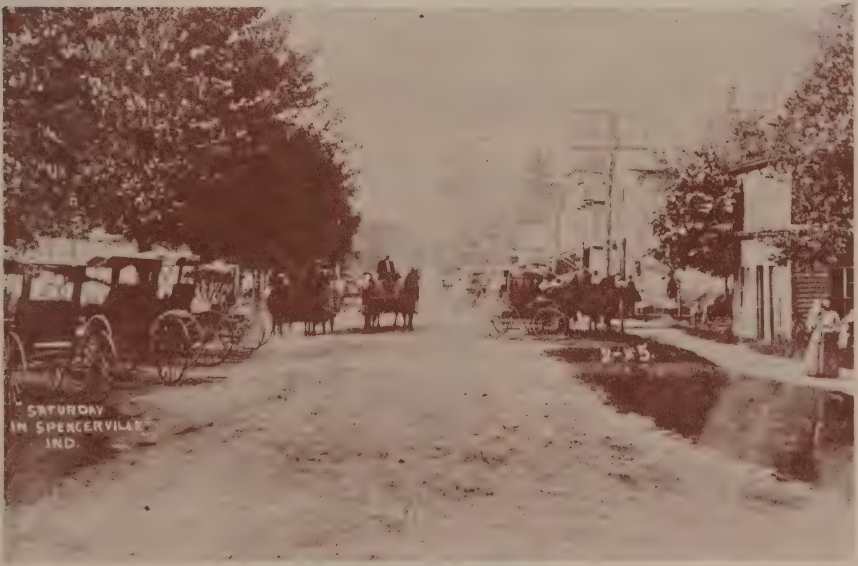
SPENCERVILLE MILL. View from rear. Tail-race through which water flowed back into river, is shown in foreground. Vertical slats provided protection from water wheels and and gears located under the building. Foundation of mill and races can still be seen. Kern Butler Collection.



DOWNTOWN SPENCERVILLE. Street scene circa 1905. (Raymond Foltz Collection)

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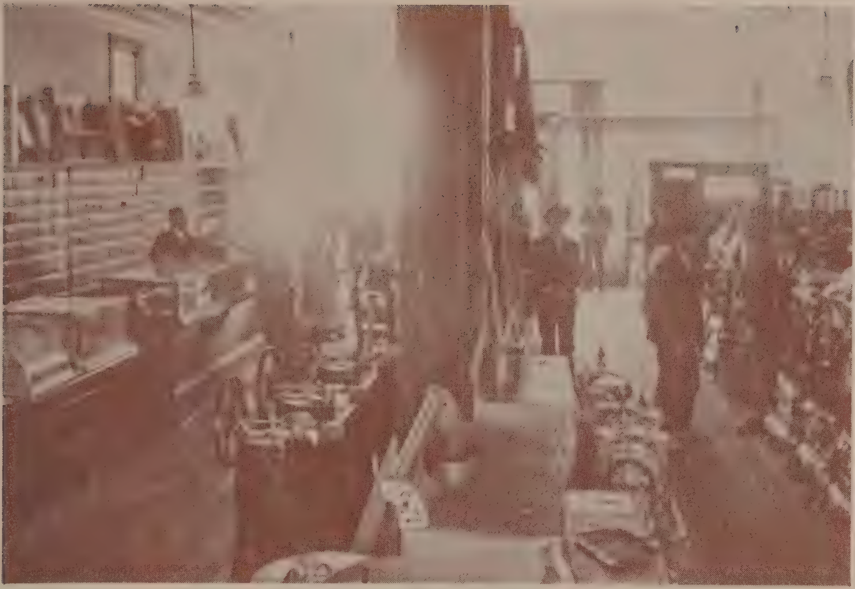
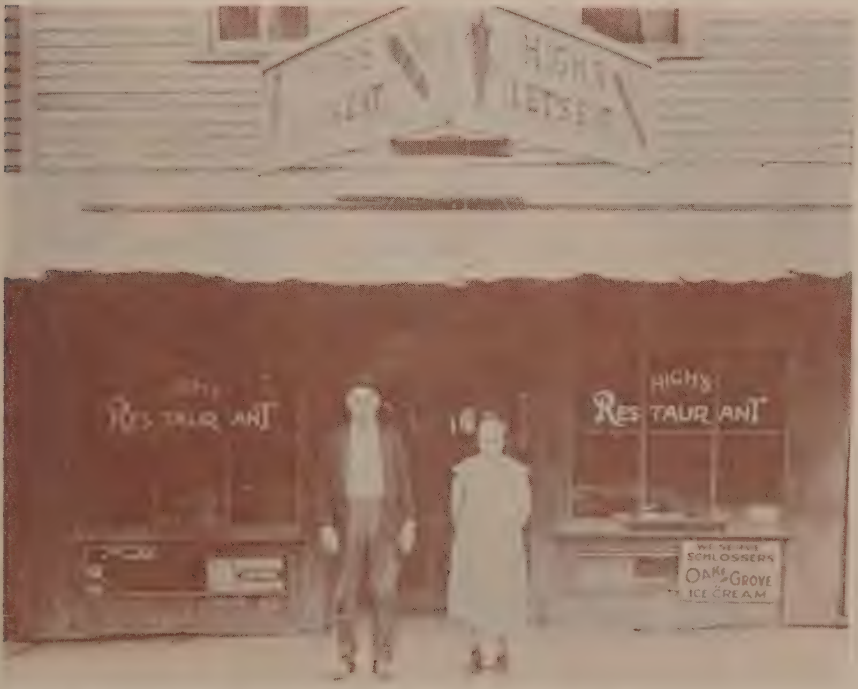


J. M. BEAMS STORE. Interior showing gasoline powered washing machines, wood burning range, ornate heating stoves, and many other items which are antique today. Lavon Hart Photo.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HIGH'S RESTAURANT. Persons are unidentified. Lavon Hart Photo.

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BEAMS BROS. STORE. It would appear that the crowd is watching a man and boy entertain—perhaps also advertising and selling a patent medicine. Lavon Hart Photo.

ALLEN'S PARLOR. Shave and a haircut—two bits. Barbers and patrons are unidentified. Lavon Hart Photo.

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Spencerville Mill

SPENCERVILLE MILL. Begun in 1839 and finished in 1845, the mill was four stories high and had two sets of stones, one for corn and the other for wheat. Kern Butler Collection.

SPENCERVILLE SAW MILL. Located northwest of Spencerville Covered Bridge just below dam, which can be seen to the right. The water wheel was located under the mill. Kern Butler Collection.

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